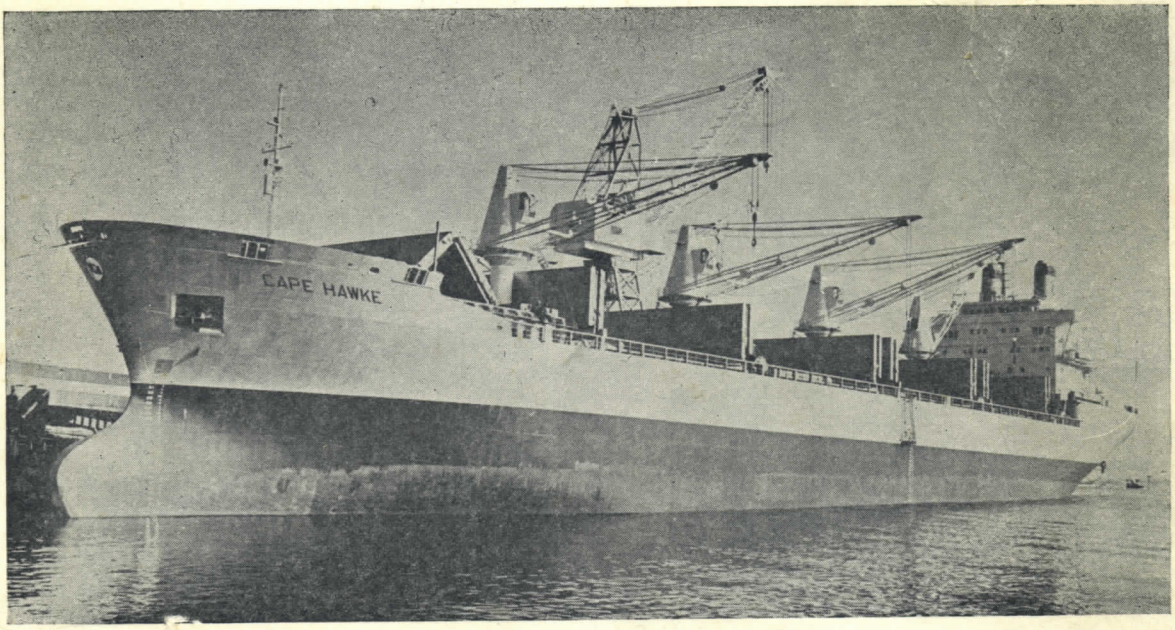
TRIAD

JOURNAL OF

Scottish Ship Management Limited



M.V. "Cape Hawke"

No. 13 AUTUMN 1971

E D I T O R I A L.

Almost inevitably, this number contains news of another new ship entering service - M.V. "CAPE HAWKE" - which was delivered on 10th September, 1971.

The fact that she sailed in leisurely fashion, in ballast, for British Columbia is a sign of the times. We did not dare to plan for her calling for any cargo in the States owing to strike threats and she was too early for any other cargo we had available.

Since the last Editorial was written, the major feature has been the collapse of the Freight Market - no other word describes it - a postwar low and, more alarming, no sign whatsoever of an improvement. We take a pretty gloomy view of the next year and whilst it is some comfort that there are others who are worse off (laid up tonnage is now numbered by the million) that is not to say that we are happy or complacent about such a situation. Finding business for a fleet the size of ours means hard slogging and swift, sometimes painful, decisions.

Unfortunately, the Upper Clyde Shipbuilders' saga continues, although progress is difficult with so many heads buried deep in the sand. At the time of writing, the parties concerned are beginning to realise that the Owners are, in fact, a somewhat vital factor and we fear they have left it a bit late. We cannot really see a position being achieved where we would be able to continue our present orders with the new company. The situation is being examined thoroughly to decide on our future plans.

We are pleased to report good progress with our computer and a number of systems are now transferred. Future Seastaffs will have the opportunity of examining these and we hope that Mr. Brown, the D.P. Manager, will start writing short articles on the subject with the next issue.

The Chartering Department are also embarking on a very ambitious and advanced computer exercise to ascertain the optimum deployment of the fleet which will be carried out in conjunction with a major computer system operated by the Atomic Energy Commission at Harwell. This research may yield good results, but much study will have to be done on the subject meanwhile.

Mr. R. S. Trythall, the Chartering Research Manager, leaves for Australia in November for a minimum stay of one year to carry out a study of the Australian Market and has been seconded to our Brokers' office in Sydney for this purpose.

Latest dates for deliveries this year are M.V. "CAPE GRAFTON" from Haugesund on the 15th December and M.V. "BARON MACLAY" on the 22nd of the same month from the Horten Yard. They will round off the busy year during which nine vessels will have been accepted, bringing the fleet total to twenty-three. The old hands will recall that two years ago the total was half that figure. By comparison, 1972 will seem comparatively quiet with three ships, followed by a fourth early in the following year.

On Page 11 of this issue will be found, in broad outline, an Office Chart, showing the organisation therein as from 1st August, 1971.

Apologies are due for the misprint on Page 7, where the lower photograph has been inverted during the preparation of the photographic plate.

OFFICE NEWS

Mr. Robert S. Trythall - Reference is made in the Editorial to Mr. Trythall's forthcoming visit to Australia. He left for that country on the 5th November.

Mr. Derek Beveridge - Mr. Beveridge joined the Staff on 2nd August, 1971 and is receiving training as a Computer Operator and Computer Programmer.

Mr. Donald Murray - Mr. Murray joined the Staff on 9th August, 1971 and is working in the Disbursements Accounts Department.

Mr. Alan Keith - Mr. Keith joined the Staff on 6th September, 1971 and is working in the Accounts Department.

Mrs. Sandra Allan - Our congratulations to Mrs. Allan (Miss Sandra Sinclair), Typist, on her marriage, on 28th August, 1971 at Tron St. Mary's Parish Church, Balornock, Glasgow, to Mr. Robert Allan. A photograph will be found on Page 41 of this edition.

Miss Christine Sloan - Our congratulations to Miss Sloan, Typist, on her engagement, on 9th August, 1971, to Mr. Quenton Putt. Mr. Putt is an Engineer in the Royal Navy.

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Readers will recall seeing the report in the last number of TRIAD of the visit to Glasgow last May of Mr. and Mrs. A. E. Gaze, Mr. Gaze being Assistant General Manager of the British Phosphate Commissioners.

It is with real regret that we have to record that Mrs. Gaze died on 13th September, 1971 and we offer to Mr. Gaze, and their family, our very deep sympathy.

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PERSONNEL NEWS

Mr. Ian P. Teale - It is with deep regret that we also have to record the death of Mr. Ian P. Teale, Chief Officer, following an accident on board M.V. "BARON RENFREW" on 22nd August, 1971. We were all extremely shocked when the news reached the Office as Mr. Teale was admired and respected by both Shore Staff and fellow Seafarers alike.

The memorial service was attended by representatives of the Company who, on behalf of all personnel, extend their deepest sympathy to Mrs. Teale and the bereaved family.

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Our congratulations to:

Captain J. Hetherington on his wedding on 7th August, 1971. Captain and Mrs. Hetherington are sailing on board M.V. "BARON ARDROSSAN".

Second Officer J. S. Johnston on his promotion from Third to Second Officer on gaining his First Mate's Certificate.

Junior Engineer E.C. Moffatt on his promotion from Engineer Cadet. He is our first Cadet to finish his time and we wish him all success in the future.

Electrician H.B.B. Buchanan on the announcement of his engagement to Miss Gina Thomson during his present leave. Miss Thomson has been a well-liked and welcome visitor to the Office for some time and we hope that her visits will continue after she becomes Mrs. Buchanan.

Mr. and Mrs. G. Daddy, who became the proud parents of a daughter on 3rd November, 1971. It is not often that one hears of a Daddy who is under the age one year!

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Third Engineer A. Miller suffered an injury on board "Baron Renfrew" and was landed at Kaohsuing on the 31st October, 1971. Fortunately, his injuries were not as serious as was at first feared and it is hoped that he will be able to leave hospital in 10/14 days.

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In the Interests of Safety :

Information received from two safety committees informs us that accidents on board ship are still prevelant - principally in the Engine-room because industrial shoes or boots are not being worn.

One suggestion put forward was that a supply of boots should be kept on board in order that they can be purchased as required. This experiment will be tried out on the three ore-carriers and the response will be noted. If the supply of footwear diminishes quickly, then a supply will be put on board the rest of the fleet.

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FLEET NEWS (as at 5th November, 1971)

"TEMPLE ARCH" - is due in the Bristol Channel (probably Avonmouth) on 20th November to discharge a cargo of Port Pirie concentrates. She will then shift to Newport to land a parcel of timber loaded at Fremantle, W.A. She is expected to complete at Newport on or about the 26th November and, meantime, is unfixed beyond that port.

"BARON ARDROSSAN" - arrived at Amagasaki on the 3rd November with a cargo of coal loaded at Norfolk, Va. and expects to complete discharge on the 5th November.

From Japan she will sail for Christmas Island to load phosphate for Eastern Australia, indicated Portland, Victoria, and Geelong and meantime is unfixed beyond the latter port.

"TEMPLE BAR" - is presently on passage from Casablanca to Japan with phosphate and is expected to arrive in Japan (discharging port not yet indicated) on or about the 23rd November.

After completing in Japan she will move south to Bunbury, W.A. and there load ilmenite for Immingham.

"BARON BELHAVEN" - is due at Smalkalden on the 7th November and will load there, and at Chaguaramus, bauxite for discharge at Port Alfred. She should sail from Chaguaramus on or about the 10th November. She remains on Time Charter.

"BARON CAWDOR" - sailed from Portland, Oregon, on the 2nd November with a cargo of grain for discharge at Callao, Peru, where we look for her arrival on the 15th November.

At the moment it seems probable that she will load a cargo of fishmeal in Peru (no port indicated as yet) for Stockton, California, but in any case she will be returning to European waters in the fairly near future. She remains on Time Charter.

"CAPE CLEAR" - arrived at Bundaberg on the 4th November, having sailed in ballast from New Plymouth. She will load bulk sugar at Bundaberg and Mackay for Auckland.

On completion at Auckland she will carry out a similar sugar fixture.

"BARON DUNMORE" - is due at Linden (formerly Mackenzie) on the 6th November to load there, and then at Puerto de Hierro, a cargo of bauxite for Port Alfred. She remains on Time Charter.

"BARON FORBES" - is expected at Ocean Island on the 8th November to load part of a phosphate cargo, the balance being shipped at Nauru, for discharge at a Western Australian port. She will then move to Shark Bay to load salt for Japan.

"CAPE FRANKLIN" - sailed from Tubarao on the 21st October with iron ore for Newport, Mon. where she will arrive on the 9th November. She is not yet fixed beyond Newport.

"CAPE GRAFTON" - is fitting-out at Haugesund and is expected to be delivered on 15th December. Her maiden voyage will be to Hampton Roads and thence to Japan with coal.

"CAPE HAWKE" - is due at Geelong on the 15th November to discharge a cargo of sulphur and potash loaded at Vancouver and is expected to complete discharge on or about the 21st November.

From Geelong she will sail to Fiji to load bulk sugar for Vancouver, B.C.

"CAPE HORN" - is drydocking at Avonmouth and expects to undock on the 10th. November.

From the Bristol Channel she will sail for Aalborg to load a cargo of cement clinker for discharge at a Santo Dominican port, after which she will proceed to British Columbia to load sulphur and potash for Geelong.

"CAPE HOWE - is presently at Newport, Mon. discharging iron ore but as there is an overtime ban in operation meantime a completion date cannot be given. When she does complete, she sails for Seven Islands to load a further iron ore cargo for Newport.

"BARON INCHCAPE" - was redelivered from Time Charter at Adelaide on the 3rd November. From there she shifts to Port Pirie to load a part-cargo of concentrates after which she moves to Risdon, Tasmania, where she will lift a parcel of zinc blocks and then clear finally for the Bristol Channel.

"BARON MACLAY" - is fitting-out at Horten and, as mentioned in the Editorial, should be ready for delivery to her Owners on the 22nd December.

On sailing from Horten she will proceed to Casablanca to load phosphate for Japan.

"CAPE NELSON" - sailed from Narvik on the 3rd November for Middlesbrough with a cargo of iron ore and is due at the discharging port on 7th-8th November.

"CAPE RACE" - After loading part-cargo of bauxite at Linden and Puerto de Hierro, she arrived at Chaguaramas on the 5th November to complete loading and sails from that port on the 6th November for Port Alfred. She remains on Time Charter.

"BARON RENFREW" - During her passage from Casablanca to Japan with phosphate this ship called at Kaohsuing on 31st October to land the Third Engineer who had been injured (see Personnel News). She subsequently arrived at Niihama on the 4th November and is expected to sail from there on the 8th November for Moji, where the balance of the phosphate will be discharged.

From Moji she will sail for Christmas Island to load a further phosphate cargo, destined for Eastern Australia, indicated Victoria, and on completion of that fixture she will load grain at an Australian port for Lumut, Malaysia.

"CAPE SABLE" - is presently on passage from Casablanca to Japan, via Cape Town for bunkers, with a cargo of phosphate. No discharging port has yet been indica--ted but she is due on or about the 26th November.

From Japan she will move to Christmas Island to load phosphate for Eastern Australia.

"CAPE ST VINCENT" - is due at Nagoya on the 10th November with a Shark Bay salt cargo.

On completion in Japan the ship will sail for Nauru and/or Ocean Island for a phosphate cargo destined for Western Australia, after which she is fixed for a further Shark Bay/Japan salt cargo.

"CAPE WRATH" - Having sailed from Port Pirie on the 25th October with concentrates to be discharged at a Bristol Channel port, this ship called at Fremantle, W.A. to lift a consignment of wooden railway sleepers and is expected to sail from the Australian coast on the 8th November. She will call at Cape Town for bunkers during the homeward passage.

"CAPE YORK" - arrived at Geelong on the 1st November to load grain for Lumut and expects to sail from the loading port on the 7th November. From Lumut she will shift to Singapore for drydocking prior to sailing for Christmas Island to load phosphate for Eastern Australia.

M.V. "CAPE HAWKE".

On Thursday, 9th September, 1971, a party from the Office flew from Glasgow Airport on an S.A.S. flight, bound for Copenhagen, the first leg of a journey to Haugesund to attend the Trials and Christening of M.V. "CAPE HAWKE".

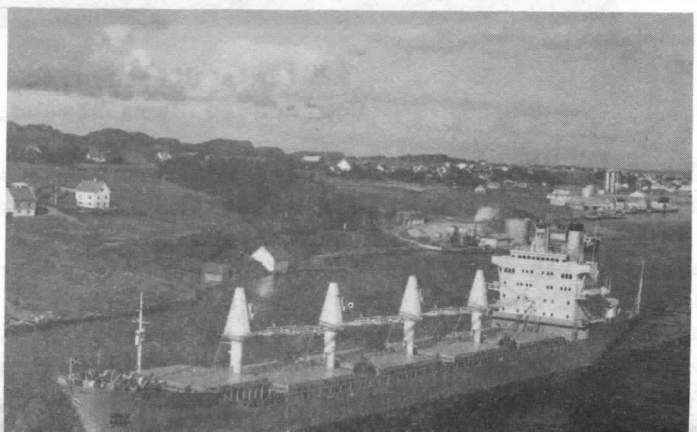
It was a beautiful morning and, from a height of 31,000 feet, the landscape spread out below presented an exhilarating view, the Scottish East Coast standing out clearly, followed by the expanse of the North Sea and then the coast of Denmark. After one-and-a-half hours we arrived at Copenhagen Airport, a very modern air terminal composed, it seems, of a maze of long corridors. We spent an hour in the international lounge there, the ladies of the party at the same time taking advantage of the many Scandinavian wares on display. After this break, we departed from Copenhagen on an S.A.S. Caravelle bound for Stavanger and on arrival there were met by a coach which took us to the waiting ferry. The subsequent ferry trip to Kopervik was enjoyable and gave us an opportunity to see a bit of the Norwegian countryside. From Kopervik we travelled, again by coach, to our destina--tion, Haugesund. There we booked into the Hotel Saga, most modern and comfortable.

Mrs. R.M. Gibson
the ship's Sponsor.

A dinner had been arranged for that evening, followed by an informal party, at which we were introduced to our hosts and also to others connected with the ship--building industry in the area. This party really was most enjoyable and a thorough success.

The following morning, at the early hour of 7.30., the men of the party joined the "CAPE HAWKE", which was ready to undergo trials. They had breakfast on board, after which they spent a few interesting hours inspecting this very modern and well-designed ship. The Trials down the Fjord went smoothly and were carried out in good weather. Lunch was served on board, after which speeches were made by Mr. Sven Sandved for the Builders and Mr. T. S. Shearer for the Owners.

During the morning when the Trials were under way, the ladies took advantage of the opportunity to have a look around the Haugesund shops and at mid-day lunch was served in the Hotel La Mer, where an Italian singing family entertained. This was thoroughly enjoyed by all those present.

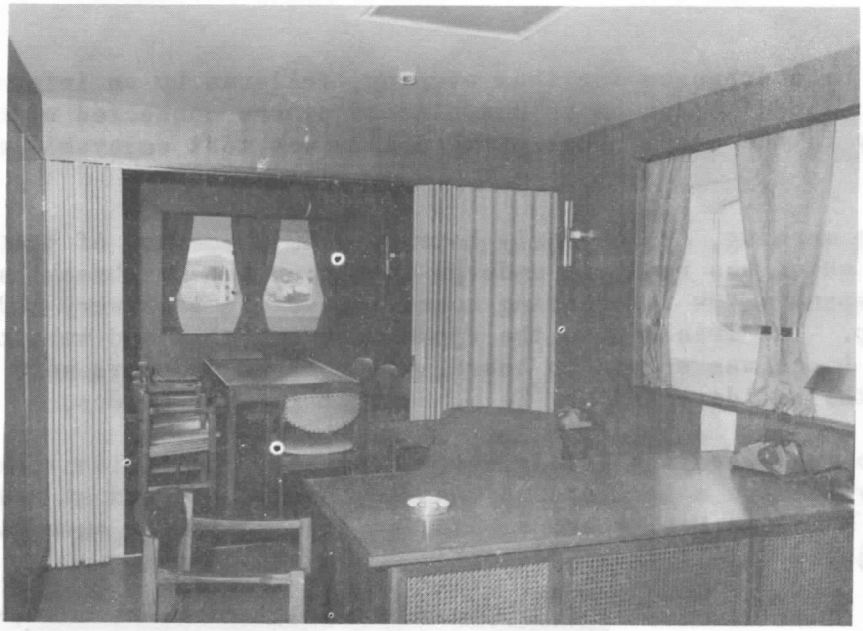


M.V. "CAPE HAWKE".

Then, at 2.30 p.m. everyone gathered at the dockside for the naming ceremony, to be performed by Mrs. Elizabeth Gibson, the wife of Mr. R.M. Gibson, a Director of the Owners. Following the Christening, the party boarded the "CAPE HAWKE", as she now was officially, for the handing-over ceremony. Following this ceremony, the party toured the ship and then attended an informal reception party. In the evening everyone gathered at Festiviten for a formal dinner-dance which, without doubt, was thoroughly enjoyed by everyone. After dinner the Norwegian custom of Takformaten was given by Mr. Gibson. This is an old Norwegian custom and, in this present age, it is good to see the custom still being preserved. Mrs. Gibson was presented with a handsome diamond brooch by Mr. Sandved. Towards the end of the evening the Haugesund Dagblad newspaper was distributed as it contained an article about the "CAPE HAWKE", together with pictures of the christening ceremony.

Our programme for Saturday underwent a change from that originally arranged. We were taken by coach to Rosendal - north of Haugesund on Hardanger fjord - , arriving there on Saturday evening, and after a meal we visited the Barony Hall of Baron Rosencrantz. This is the only Barony Hall in Norway and is associated with the Stewart family of Scotland. After returning to the Hotel, an informal dinner was held and a pleasant evening followed. Our plans for Sunday were to return by coach to Kopervik but, instead, our host arranged for us to fly, by sea-plane, to Bergen and so enable us to see something of that part of the country. So, on Sunday morning, at 8.45, while one of the more adventurous members of the party went swimming (Ian Lazaras), the coach departed. Subsequently, we were told that because of poor weather conditions at Bergen, the sea-plane would be unable to land there so taxis were called and there ensued a frantic dash back to Kopervik to catch the ferry to Stavanger. Unfortunately, we missed our connection but the hydrofoil arrived about an hour later and got us to Stavanger with maybe twenty minutes to spare to catch our plane. The flights from Stavanger to London and from London to Glasgow went very smoothly.

This opportunity must be taken to thank the Directors of Scottish Ship Mana--gement and of Haugesund Mekaniske Verksted for the courtesy and hospitality which was extended to us and for a thoroughly enjoyable trip.



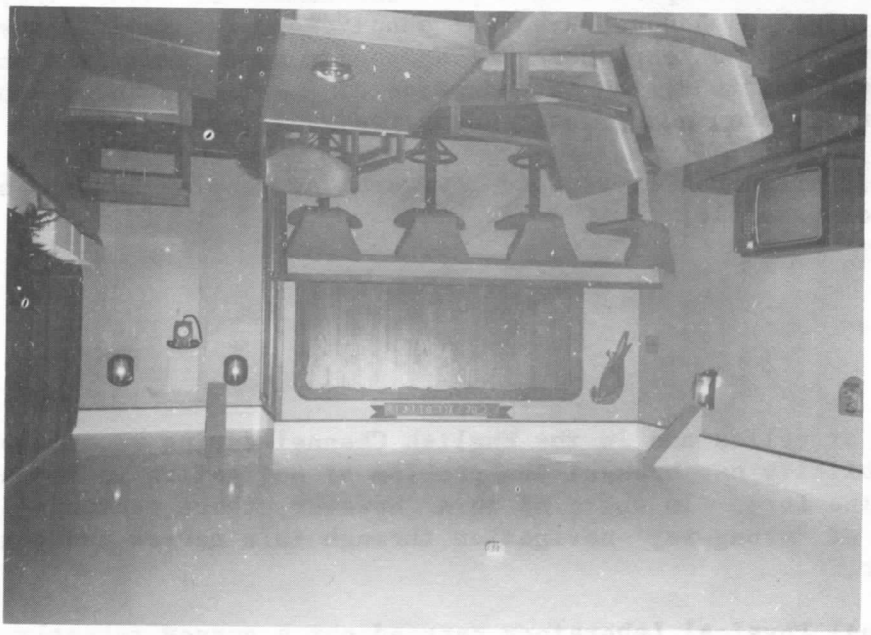
Master's Office with
Conference Room beyond.

The Gibsons and the Shearers did not leave with the Glasgow party as they wished to visit Bergen. This meant that they did not require to leave Rosendal until nearly lunch time on Sunday and Mr. Skaala (who makes the lifeboats for all the Scottish Ship Management newbuildings) invited them to visit and see over the local church. They were met on arrival at the church by Mrs. Skaala, who intimated that she would like to entertain them by singing one or two songs. She obtained the services of an organist and then thrilled the party, which included Mr. and Mrs. Kolsaker and Mr. Erlandsen, with 'Abide With Me' - sung in Norwegian - as well as a few other songs. This really was the highlight of the

stay in Rosendal and it is only a pity that the Glasgow party had to leave early in order to catch their 'plane.

Incidentally, the church houses the mummified bodies of the local Barons, who lived two or three hundred years ago, but fortunately the present Pastor for the area has decreed that, so far as he is concerned, they are no longer to be a spectacle for inquisitive visitors!

Officers' Saloon.



G.P. Ratings' Lounge
and Bar.

A stage is being reached in our Norwegian building programme where complacency could creep in if not kept in check. The degree of supervision exercised by Owners' representatives over building activities in the Yards has been constantly reduced and there are several reasons for this. First of all, the relationship between the shipyard, the company and its representatives - both Superintendents and Seastaff - is so good that trust is the operative feature.

This state of affairs affords the shipyard a great deal of pleasure and it is not slow to announce, publically, that it has such an excellent working arrangement with the staff of Scottish Ship Management. Similarly, the Company can congratulate themselves that they hold such a respected position with experienced builders as they know full well that such trust can only be obtained when there is mutual understanding between both parties. Such a situation results in economies, for instance fewer Owners representatives are required at the Shipyard and then for shorter periods of time, thus reflecting a saving in air fares, hotel bills and miscellaneous expenses.

Ultimately, a stage is reached during the building period when tests and trials must be conducted and, as there is generally little time left, these programmes inevitably become rather hectic. However, it is gratifying to note that when some alteration or improvement is carried out on one ship, these are automatically carried through on following ships without the Owner's Staff having to remind and pester the Yard; one illustration of how valuable time can be saved.

Because of this restriction in time available, it can justifiably be said that a visit to Norway on these occasions is a 'right work-up' but, to alleviate what might otherwise become a time of unrelieved stress the Shipyard, working on the theory that 'all work and no ... etc.' makes life less worthwhile, generously organise sporting outings of various kinds. These even include fishing, which is always popular. A new sport - new, at least, to the visitors - which has been introduced recently is 'swimming-early-in-the-morning' but the writer strongly feels that it will require to be removed from the programme now that winter is nearly here. Indeed, in interests of longevity, it will HAVE to be removed! The obvious delight of our Norwegian friends in teaching us some of their customs such as skiing, walking, swimming and taking of sauna baths is viewed by many with mounting alarm which almost approaches panic! Neverthess, the pleasure of returning to Norway each time is never dampened by fears of Scandinavian reprisals for 1263! After all, as reported in a previous number of TRIAD, they gave us a hiding in 1612! Perhaps honours are just about even, for some of the Company's Staff are endeavouring to keep abreast of Norwegian hospitality and enthusiasm for rugged outdoor sports by the introduction of Scottish Country Dancing, Burns' Nights and generally preventing their hosts from getting any sleep.

In themidst of such a lively and invigorating people, complacency and boredom just are not possible.

R.D.L.

The spate of collisions in the English Channel during recent months and the accompanying publicity has brought the problem of navigation in the area prominently to the fore. In spite of this, however, there continues to be an alarming amount of 'wrong-way' navigation through this narrow and congested stretch of water.

The National Physical Laboratory carried out a survey recently and an analysis of that organisation's findings shows that between April 27 and 29th, 1971, of 212 ships using the west-bound lane, no fewer than twenty, or $9\frac{1}{2}\%$, were seen to be heading north-east, against the recommended traffic-flow direction. 176 ships were observed using the eastbound lane and of these eight, or 5%, were noted as travelling against the recommended flow.

This can only be described as dangerous navigation and these figures suggest that this 'against-the-flow' practice continues to be a channel hazard, in spite of the obvious risks and the publicity given to accidents which, presumably, have resulted from non-observance of the recommendations.

This question of Channel Safety was further underlined when a resolution on safety at sea, submitted by the National Union of Seamen, was seconded by the M.N.A.O.A. after the N.U.S. had accepted an M.N.A.O.A. amendment to their resolution.

The N.U.S. resolution urged : that the English Channel should be 'Europeanised' in order to supervise the shipping lanes effectively; the introduction of a compulsory two-way traffic system; the extension of the pilotage area and manda-tory pilotage of ships carrying dangerous cargo; the setting up of an international priority system for wreck removal; establishment of police and surveillance services for all ships using the Channel; and a co-ordinated air/sea rescue system.

The M.N.A.O.A. amendment called on the Government to pursue its efforts for Channel safety through the inter-Governmental Maritime Consultative Organisation and other appropriate bodies.

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In a Circular Letter dated 28th September, 1971 the British Shipping Federation gave details of a competition they are organising with a view to furthering Safety On Board Ship. This letter is reprinted here.

Details of the competition, with entry forms, have been sent to each ship in the fleet and it is to be hoped that as many Seastaff as possible will enter for this competition which is in a most worthwhile cause. The letter reads as follows:

To : All Owners.

Dear Sirs,

ACCIDENT PREVENTION ON BOARD SHIP

In their endeavour to reduce the number of accidents on board ship, and at the same time encourage seafarers to take an interest in safety, the Accident Prevention Committee of the British Shipping Federation is sponsoring a Safety Poster Competition, which is open to all seafarers serving in ships sailing under the British flag.

Prize money totalling £100 and Certificates of Merit will be awarded for the best ideas for a safety poster. These may subsequently be used as a basis for British Shipping Federation publications. Posters which are of artistic merit will automatically be eligible for entry in the Seafarers' Education Service Arts and Handicraft competition. The twenty best entries will be exhibited at the Royal Exchange, London, as part of the Seafarers' Education Service Arts and Handicraft Exhibition between April 10th and April 22nd, 1972.

The Safety Poster Competition opens on October 1st, 1971 and closes on February 29th, 1972.

It is hoped that all owners will co-operate towards the success of the competition by publicising the event via house journals, etc., and by distribution to vessels of the promotional posters and entry forms. For this purpose, a supply of posters and entry forms is enclosed.

Further supplies of the poster and entry form are available from this office or from any British Shipping Federation office.

Yours faithfully,

M.W. Gamble,

Secretary.

A letter from Captain G. Towers:

M.V. "BARON ARDROSSAN",
Avonmouth,
August 23rd, 1971.

To: The Editor,
TRIAD.

Dear Sir,

At the end of July the Area Scheme for Radio Traffic came to an end, at this time we were homeward bound from Australia and were working Cape Town Naval Radio Station.

After sending his final Traffic, Cape Naval sent the enclosed message to all ships in his area; the message, when it was eventually sorted out, turned out to be a poem and it reflects very well the feelings, both ashore and afloat, over the axing of the Area Scheme.

Stations like Cape Naval, and all the other stations who formed the Area System and made it probably the finest communications link in the world and have been very good friends to us over the years, will be sorely missed. I've no doubt that 'Sparks', as he burns away the midnight oil in mid-Pacific trying to clear his traffic, will have cause to wonder if all progress is made in a forward direction.

Sincerely,
George Towers.

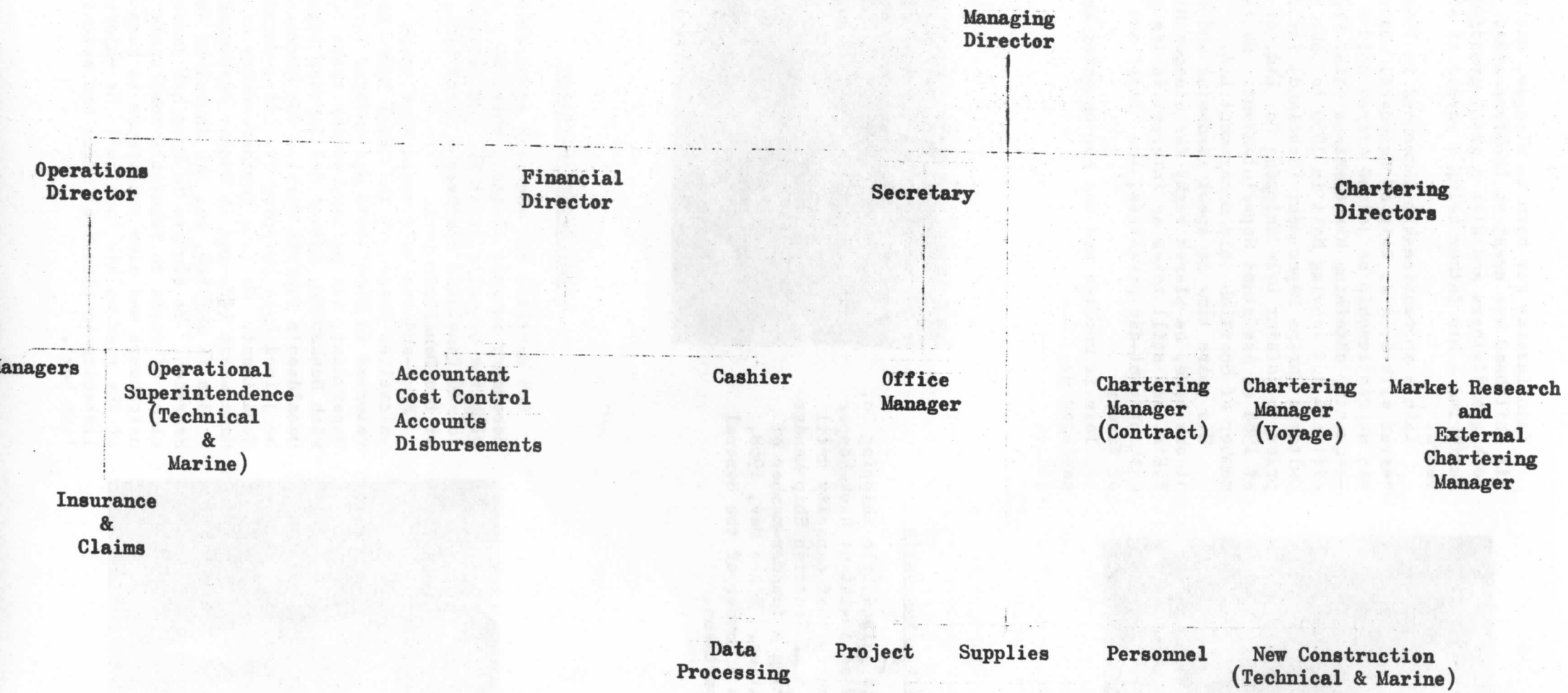
For twenty-five years, or thereabout,
The same old callsigns have gone out.
Now, ZSL has got the rub
And ZSJ's an exclusive club.

For all the boo-boos we have made,
For the sake of Auld Lang Syne,
Forgive our trespasses, we plead,
As we've forgiven thine.

So, raise a glass and drink a toast!
In spirits, beer or wine,
With us, who lately were your host,
To days of Auld Lang Syne.

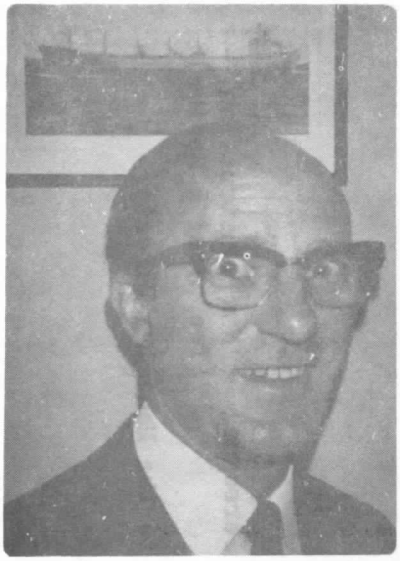
Cape Naval Radio.

OFFICE ORGANISATION CHART



Mr. N.A. Smith, Personal Assistant to the Managing Director

Mr. John A. Lazaras



Iain Lazaras was born in Glasgow, but a good part of his childhood was spent on Lochfyne-side. His father, both grandfathers and also a great-grandfather were all seafaring - his father being a purser at sea for 45 years.

Iain's apprenticeship commenced in 1946 and was served with G. & J. Weir of Cathcart. On completion of his apprenticeship he joined Alfred Holt & Company, sub--sequently obtaining his combined Chief Engineer's Cert--ificate and leaving Holt in 1959 to take charge of Caltex's Marine Department (Scotland) for four years prior to joining Lyle Shipping Co. Ltd. at the beginning of 1964 as Assistant Superintendent. He is a founder-member of Scottish Ship Management Ltd.

His spare time is spent gardening and fishing and, at one time, he played rugby for Glasgow High School F.P's. and still takes an interest in the game - although with present-day pressures, the 'Jags' are winning a bit of favour!

Iain is married and has one daughter aged 12 and one son aged 9.

Miss Jean Davie

Jean Davie joined Lyle Shipping Co. Ltd. in 1962 as Assistant Book-keeper and continued in that capacity until the formation of Scottish Ship Manage--ment, becoming a founder-member of the organisation. Since May, 1968, she has been a member of the General Accounts Department.

Mr. Robert Morrison

Bob Morrison was educated at Strathbungo Secondary School, Glasgow, where he played rugby with the School's First XV. On leaving school he joined Donaldson Brothers & Black Ltd., managers of the Donaldson Line.

Four-and-one-half years were spent in the Commu--nications Branch of the Royal Navy, after which he returned to Donaldsons and entered their Management Department, his primary duties there being concerned with Bunkering, Agency and Service Schedules. When Donaldson's Pacific Service was terminated in 1954 he joined Lyle Shipping Co. Ltd., entering the Crew Department. He is a founder-member of Scottish Ship Management Ltd. and is Senior Personnel Officer.

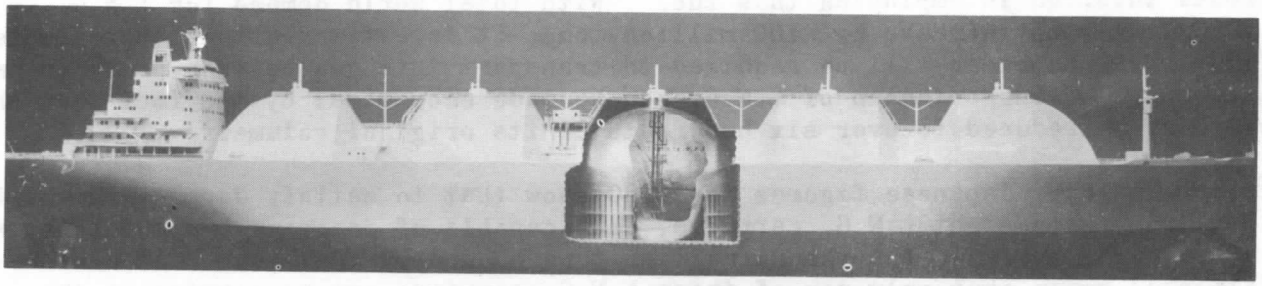
Bob is married, has two daughters and lives in Bearsden. He strives to keep his garden sufficiently clear of weeds to forestall complaints from the neighbours and also endeavours to keep one jump ahead of the rust on his 'Anglia'! He enjoys opera, listening to classical music and watching sport on 'the box'.

HIGH SPEED LIQUID NATURAL GAS.

With the enormous strides in ship technology over the last decade, it is indeed difficult to predict the size and type of vessel which holds the likeliest future for permanent remunerative employment.

One field, however, very much in its infancy is the construction and operation of vessels to carry Liquid Natural Gas (L.N.G.). This source of energy is likely to push ahead strongly during the next ten years to become the likely leader in the world energy market by 1980. Liquid Gas, previously uncompetitive due to the enormous costs necessary to establish a liquifaction plant - usually around the $200-million mark - and the specialised fleet of L.N.G. carriers needed to trans--port the gas to its distant market has pushed forward due to the successive inflationary rises in costs which have hit the coal and oil producers, causing oil prices to increase by as much as 50-70% alone over a relatively short period.

The final cost of a L.N.G. vessel today is usually around $60-million, compared with a cost of $40.-million two years ago. This high cost is mainly caused by the special attention needed in tank construction to ensure that the gas is kept at a very low temperature - - 161°C. - and therefore effectively insulated. The main types of tanks used are either spherical, cylindrical or prismatic and are built independently of the ship's structure. A design recently pioneered by Moss Rosenburg in Norway (see the accompanying illustration) shows the spherical L.N.G. carrier which the yard envisages as reaching an optimum maximum size of 150,000 M^3 capacity - equivalent to a 250,000 - tons deadweight tanker. Already, orders for six of this type are on order, four being of 87,600 M^3 and two of 29,000 M^3. Completion is expected to be cut down to as little as nine months eventually, as the spherical tanks can be built separately ashore and then lifted into the ship while she is in the yard.



A model of the Moss Rosenburg design of Liquid Natural Gas.Carrier referred to in the text.

Previously, such factors as the high capital stake and the gamble needed for investment had combined to limit the expansion of liquid gas and it is only comparatively recently that a world energy gap has emerged as coal starts its decline in world consumption and oil growth rates stagnate. Natural gas has accelerated and is projected to capture 30% of the world energy market by 1980. Concern about a future energy gap was first felt in United States, where one - third of primary energy consumption is met by natural gas. Estimates showed that present reserves would only last fifteen years and already consumption was far outstripping yearly supplies of new reserves being discovered within the United States. This concern about a possible future shortage caused that country to look towards other gas regions for reserves. To illustrate the seriousness of the American energy gap, it is estimated that by the 1980's the demand for imported gas will be as much as the total consumption in the whole of Western Europe, which is some 15,000 million cubic feet per day! As all these reserves are thousands of miles from the United States, this required the establishment of investment in the construction of gas - carrying vessels. Currently, there are only ten L.N.G. carriers operating in the world but there is a fast-growing demand for this type of ship and already twenty are on order.

There are only a few shipyards who specialise in L.N.G. ships and, not surprisingly, their order-books are completely full until 1975 at least. It is perhaps surprising that the Japanese, normally lurking in the background when new developments arise, have been left behind in the building boom as none of the new vessels are being built in that country. However, plans are afoot to rectify this technological gap. Amongst the current list of newbuildings, which range from 39,000 M^3 to 125,000 M^3 capacity, are seven for Shell of 75,000 M^3 which are reported to be costing $225 million in total. Shell has a large contract to ship gas from Brunei to Japan. Further orders were announced this year by Buries Markes and Leof Hoegh for four 125,000 M^3 L.N.G. carriers to be built in France. Earliest delivery dates obtainable were two scheduled for 1975-76 and two for 1977. This shows just how committed yards who specialise in these carriers are at the present level of demand.

The massive investment already in L.N.G. vessels clearly destroys any previous illusions that few independent shipowners would venture into such a highly capital-intensive and speculative operation. It is now obvious that when the boom reaches its height towards the end of the 1970's, it will again be the independent ship-owner who will be holding the responsibility for transportation rather than the supplier of the natural gas. The reasons may be that instead of investing capital in L.N.G. construction, the oil companies may be content to charter out on long term to an independent, thereby enabling the oil producer to use his scarce capital for other important investments elsewhere. A second reason put forward for independents' participation is the 'bounty' available from getting a foot in the trade. The independent shipowner may charter his vessel on a long-term basis in exchange for a percentage participation in the takings of the trade, thereby earning a substantial remuneration whilst still retaining ownership of his vessel.

It is to the Japanese and U.S. markets that most of the L.N.G. will be trans-ported as only these highly developed countries could withstand the enormous costs involved in employing this fuel. With total world demand for L.N.G. by 1980 likely to increase by 100 million tons, it is estimated that approximately 170 L.N.G. carriers will be required to transport this gas between producer and consumer. Transportation of L.N.G. can be made economical by the fact that the gas can be reduced to over six hundredth of its original volume.

Already, Japanese figures for 1980 show that to satisfy Japan's industrial demands, forty-eight L.N.G. carriers, each capable of carrying 500,000 tons, will be required to cater for the 24 million tons needed by that year. It must be stressed again that only ten of these L.N.G. carriers are in service at the present time, therefore the expansion of the fleet must come during the next decade.

A more conservative estimate for future needs was given at the recent L.N.G. conference in Paris when seventy L.N.G. carriers were predicted as comprising the total fleet in service in 1980, basing upon the present time lag between placing the order for a ship and getting delivery. However, Japan's advance into this field must not go unnoticed and will partly fill the gap, but despite the most optimistic building forecasts, demand for gas will in all likelihood outstrip available tonnage.

It is therefore only too obvious what an impact natural gas will have on shipping over the next few years. However, it must always be stressed that the limiting factor in L.N.G. expansion must, in the last instance, be the cost factor. Unless L.N.G. can be seen as a viable and economical fuel, its future will be severely hampered.

A.S.D.

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It is almost a definition of a gentleman to say that he is one who never inflicts pain.

John Henry Newman.

There followeth the second lesso....instalment on how to speak proper-like; some readers may recall that the first instalment appeared in the very first number of TRIAD, page 21.

PARLIAMO GLESCA'
By Stanley Baxter.

Here, for the benefit of Sassenachs and other non-Scots, is a glossary of the nuptual patois they may encounter if they're ever invited to a Glasgow wedding. It should help them to enjoy the festivities all the more. We start with the endearing words used for two important personages at the wedding.

Hurmurra - Mother of the bride.

Urollman - Father of the bride.

Ramo'ors attradoor - The wedding car has arrived outside the church.

Errsadie nu! - The bride, Sadie, has appeared!

Zatramug? - Is that the gentleman to whom she is being wedded?

Zoffiwee! - The bridegroom's stature is somewhat unremarkable.

Twentaff nobad - The marriage ceremony was performed satisfactorily.

Shizzaguid hoffinur - Reference to the lady at the reception who's imbibing too frequently.

Awhiproon furrakitty - The privilege of the guests to provide refreshments.

Noofurra tightnur - We shall now partake of the wedding feast.

Boardacakes faeraco - A selection of delicacies from the co-operative bakery.

Rabesman's rawura rawerr - The groomsman has toasted the newlyweds with unremitting enthusiasm.

Wherr urollman? - Where is the father of the bride?

Urollman's unneratable - Her father is resting after refreshments.

Gonnygeez your sangsam? - Will the bride's uncle give us his inimitable rendering of 'Nobody's Child?'.

Samzawffy peelywally - The bride's uncle Sam is overcome with emotion.

Gerrimootkwik - Conduct him speedly to the anteroom.

Susieskailta pintowrursal - Susan, the bridesmaid has inadvertently spilt some liquid over herself.
The lively celebrations are interrupted by the traditional cry of

Shurrapyouse - From the bridegroom (from whom we have not heard much so far) as he and his bride say farewell.
His parting words are:

Warrafty Troon furwur honeymoon.

At midnight the revelry reaches its peak. Then, suddenly, ominus cries are heard on all sides:

Heerapolis!

And so endeth the festivities.

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A Report from M.V. "CAPE HORN", written by Chief Officer W.E. Greatorex.

THE UNICORN BAR.

It was decided, after sailing from Haugesund, that the Unicorn Bar did not fit in with the rest of the pleasant surroundings of the ship and we would, if we could, alter it to make it more attractive.

Many ideas were forthcoming, some of which were impractical owing to high cost or the fact that we lacked the skilled 'know-how' to enable us to carry out the alteration. However, the final result of our labours is described below:-

Firstly, on the front of the Bar were four unicorns, supporting on their horns a bar rail, and anyone sitting at the bar continually had their knees bumped. The unicorns were removed and a padded front, made from material which had been 'acquired', was fitted, giving a quilted effect. Two of the heads which had been removed were fitted into the top corners of the bar opening to remove the 'square' effect. The polished rail was then secured on legs and bolted to the deck at a height of about eight inches with rubber pads fitted opposite each bar stool and thereby forming an extremely good footrail. The accompanying photograph shows these alterations quite clearly.

Next came the interior. When sitting at the Bar, one was faced with plain wooden shelves. These were taken down and placed on the deck where they could still be used but would not have to be looked at. The area thus left was then covered in mirror tiles with the spirit optics in the middle. At each top corner of the mirror we fitted two lights which we 'borrowed' from a higher deck and at each side a joybox was secured. The latter were subsequently filled with miniatures donated by friends all over the globe. The Port Pirie Stevedores kindly gifted two glass shelves, Captain Warden presented the Bar with a lovely clock and the Port of Vancouver have added a ceremonial plaque.

The deck of the Smokeroom is covered with green carpet tiles, and as an experiment, a grey unicorn head was cut out of a spare tile and let into the green tile in the doorway. As this turned out fairly well, it was decided that a centre-piece would be attempted and therefore a grey seahorse was made and fitted into the deck, with a grey surround.

This completed all our alterations and we now feel that, when inviting guests aboard, we can be as proud of our Unicorn Bar as we are of the rest of the ship.

The remodelled Unicorn Bar, with
Radio Officer D.F. Wilson and
Electrician R. MacIntosh.

AND, still on the same ship, we have a report, written by G.H. Lands, about activities centred around the other Bar on "CAPE HORN" - the Lion Bar. This report arrived just too late to include in the Summer edition of TRIAD. Mr. Lands writes:-

M.V. "CAPE HORN", Wednesday, 26th May, 1971. Tonight, whilst anchored off Port Cartier, Quebec, a simple presentation ceremony took place in the Lion Bar. After the usual Wednesday night Bingo, the Captain was requested to come down to the Bar, whereupon an engraved tankard was presented by the crew to Captain Warden, M.B.E. and Mr. W. Moore, Chief Engineer. The presentation speech was given by Mr. R. Hessic, Cook, who said that this gift was a mark of appreciation on the part of the

crew of how they felt towards the Captain, the Chief Engineer and, indeed, towards the ship herself.

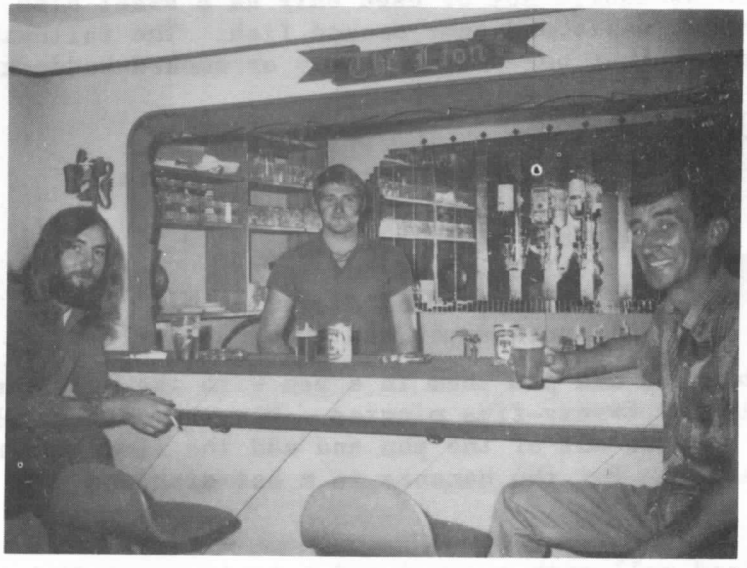
The Captain, who replied first, said he was overwhelmed by this fine gesture and was lost for words to describe how he felt. However, with emotion and sincerity ended with "Thanks a million, lads". The Chief Engineer was similarly affected by the presentation and, like the Captain, was lost for words, taken, as they were, completely by surprise. So, with the same emotion and sincerity, he repeated the Captain's words, "Thanks a million, lads".

"Why?", one may ask, "Does a simple presentation among a small number of men aboard a ship, after only a few months together, come to mean so much?". The answer is simple: trust, understanding and co-operation from the Captain to the Galley-boy. The writer (who, by the way, has only been on board a couple of weeks) asked the Captain how it was that this goodwill, congenial atmosphere, trust and co-operation exists on board this ship? He replied, that it was a dream of his to find a crew that would fit the ship he commanded and that such a crew be afforded the comforts and privileges of that ship. One of the main privileges was; "Can the crew have spirits in their bar?" Captain Warden decided "Yes!" and officially had this privilege granted.

Trust and co-operation was now established. A congenial atmosphere and a spirit of goodwill was evident on bingo nights, which almost everyone on board look forward to. The neat surroundings and armchair comfort, blended with an apparently inexhaustible supply of 'crisps and nuts', a drink to suit all tastes and, if you are lucky, a few pence to enable you to shout "House!".

In a very short period of time and, it must be added, at least partially because of a very well organised bar (even to a barman complete with black bow tie and white coat with - yes! - 'S.S.M.' on the pocket), sufficient profits were accumulated to enable a committee to rearrange, to some extent, the bar and decorate it with mirror tiles, mounted optics and a handier beer-dispenser - all of which contributed to the increased efficiency of the bar.

Now, after the ship's maiden voyage, it is evident just how such a privilege fulfilled a dream of her Master, created harmony and respect amongst her Crew (all signed-on again for her second voyage), increased the trust and co-operation of her Officers and, we hope, made her the smoothest sailing ship in the S.S.M. fleet! Quite simple really, don't you think?



The Lion Bar with, left to right,
M.J. Williams, A.C. Picken and
Peter Whyte.

QUEEN BANANA

How old is the Banana? We know that Alexander the Great found banana trees three hundred years before the birth of Christ. We also know that Ceylon was the birthplace of this remarkable fruit and that it now flourishes wherever there is the heat and humidity it needs.

It moved from Ceylon to East Africa with migrants carrying its dried roots. Arabs must have taken it to the Guinea coast and by 1482 it had reached the Canary Islands. Then it crossed the Atlantic to what is now the Dominican Republic and the banana became an inhabitant of the New World.

Today the banana plant is to be found in Jamaica, Cuba, Barbados, Panama, Colombia and all over South America. When the banana is ripe it is almost a complete food. Some people find them indigestible but this may be because the banana is not ripe, and then it is starchy. When it is quite ripe or, as the French say, 'mur', then the starch is turned to sugar and the flavour is perfect.

The banana plant, not tree, grows anything from fifteen to thirty feet high. Each plant bears only one bunch at a time but it bears one every few months and, in normal conditions, this process goes on for about ten years. The bunch pops out of the top of the trunk and at first hangs down, then it lifts its head and grows up to the sun.

The smaller type of plantain resemble the banana in appearance but not in flavour. The really large plantains grow to two feet long but that kind does not leave its native land. Its flavour when raw is not good, but boiled or baked and eaten in place of potatoes is liked by many. It is also dried and made into a meal for soup, bread, etc., or it can be made into a fermented drink that tastes something like cider. Plaintains are sometimes sold in this country as bananas but they really should be labelled by their correct name.

There are three stages in the development of the banana. First, the stage when it has a green tip. Then it is not ripe but is good for cooking. The next stage is the all-yellow one when it is ready for eating or cooking. Lastly, the brown-flecked stage when it is perfect for eating raw. The flecking should be a freckled look, not a mass of bruises.

Cooked bananas should not be used only as a sweet dish, they have an affinity with smoked meats and some smoked fish. The following recipe is delicious served with hot baked ham, tongue or smoked haddock:-

Banana Relish:-

6 green-tipped or yellow bananas.
½ pint of dry white wine.
a pinch of salt.
1 tablespoon of butter.
2 tablespoons of flour.
Cayenne pepper and a dash of salt.

Peel the bananas and put them in a pan with the wine and the pinch of salt and simmer gently for twenty-five minutes. Mix the butter, flour, cayenne and salt. Lift the bananas out of the pan and add the flour mixture to the liquid. Cook until thickened. Put the bananas in a hot dish and pour the sauce over them. Serve at once.

Bananas blend well with coconut and a tasty sweet dish may be made from that combination. Here it is:-

Banana Coconut:-

6 all-yellow bananas.
½ pint of orange juice.
2 oz. brown sugar.
2 tablespoons butter.
4 oz. dessicated coconut.
½ pint hot egg custard or cream.

Peel the bananas and cut them in half lengthways. Butter a baking dish

and put the bananas into it. Mix the orange juice and brown sugar and pour it over the bananas. Dot with butter and cover with the coconut. Bake in a hot oven for about fifteen minutes until the bananas are soft and the coconut brown. Serve with the cream or hot custard.

Here is another succulent banana dish, crumb-covered and fragrant:-

Crumbed Bananas:-

6 all-yellow bananas.
A little melted butter.
A pinch of salt and one of nutmeg.
2 tablespoons of apricot jam.
2 tablespoons hot water.
4 tablespoons plain cake crumbs.

Brush the bananas with the melted butter. Mix the salt and nutmeg and sprinkle on the bananas. Bake in a moderate oven for about fifteen minutes. Mix the apricot jam and the water and roll the bananas in it and then in fine cake crumbs. May be served with rum butter or whipped cream lightly flavoured with rum.

Glazed bananas are very rich and make an excellent sweet if served hot on the top of vanilla ice-cream slices. To make them, take:-

6 green-tipped bananas.
4 tablespoons of port wine.
3 tablespoons of golden syrup.
3 tablespoons of butter.
1 tablespoon of ground almonds.

Peel the bananas and put them in a well-buttered baking dish. Mix the port and syrup and pour over the bananas. Cream the butter and the ground almonds and dot all over the fruit. Bake in a hot oven for twelve to fifteen minutes, during which baste often.

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AN EXPRESSION OF APPRECIATION

It was necessary, when negotiating the G.P. system with the various interests concerned such as the Department of Trade and Industry (then the Board of Trade), the Associations and Unions, to enumerate, point by point, the numerous pieces of equipment which were not only built into the ships, but were supplied over and above for simplifying work. This particular aspect of the proceedings was not difficult because, for some time, new methods had been introduced to the conventially-manned ships. For example, four-section electric hydraulic hatches, gantry store-crane aft, self-stowing accommodation ladder, scaling machines, paint sprayers, paint cleaning apparatus and moveable staging on the ship's side.

Apart from the above, we were able to enumerate many other items which, together easily convinced the bodies with whom we were negotiating that it is the Company's intention to keep abreast of worthwhile trends and, if possible, a jump ahead.

What is pleasing is the fact that such items as paint sprayers and cleaners are being so enthusiastically used. This attitude encourages the Management to continue their policy. One does, on occasion, come across a person who is not prepared to give innovations a worthwhile trial, but we are pleased to note that such sceptics are rare.

This short comment is written simply to express our appreciation of those Officers who perservere and succeed.

UN CRI DE COEUR JEUNE

The following should be read, at least by older readers, with an open mind and a clear memory!

Many younger folk around really are getting pretty fed up with so many older folk continually harping on about the way things are changing (usually for the worse) and 'It's not what it was like when I was your age' sort of comments - and why not? Why do we always have to be reminded of what life was like ten, twenty, fifty years ago? Really, this kind of talk serves no purpose whatsoever - except to those engaged in it, convincing themselves that they have had to do things the 'hard' way and thereby giving themselves a boost. Such a remark is usually followed by an unspoken but clearly inferred 'Well, you do agree, don't you?", or 'How about patting me on the back, eh?' So, although the younger generation may nod in apparent agreement, the chances of getting increased or, for that matter, any respect from such remarks are remote. So, they ask, why adopt such an attitude? The older generation should realise that this is not an isolated reaction. If there is hostility between the generations, it is there largely because of the actions, and reactions, of the older generation. The younger generation have, for years, been asked to pat their elders on the back but without response, and why should they? Dammit, there really isn't all that much difference between the present younger generation's way of life and older folk's when they were young, so there's no point in denying it. Here's more food for thought; if things are in fact so different, why? and who brought about the changes? The young ones? No! Who else but the older generation! Don't they ever stop to think that the reason for young hostility is that they - the young ones - know that had they been faced with the 'hard' times alluded to above they, too, would have surmounted then with just as much, and possibly more, success. The older reaction to this undoubtedly will be 'Krikey, who's this ungrateful so-an-so slapping us in the face after all we have done for him?' Go on, admit it, these are your thoughts, aren't they? - 'Why this forthright outburst?'

Well, I'll tell you - this is the younger generation speaking. You've got us into a real mess and I put the blame on you elders, without hesitation. You think that we're soft, don't you? And why? Because you have given us our life as it is today, with all its benefits, for what they're worth, and our morals, for what they're...(Sorry! that was an older generation thought creeping in!) You call it progress, have given us all these up-to-the-minute benefits and then accuse us of being soft and not made of the stern stuff you're made of. Well, by now you can guess what we think you should do with your 'progress'. Keep your 'O' Levels, 'A' Levels, Highers and University Degrees if they mean the difference between "success and "failure", keep your cars, your T.V., your transistor radioes.

But wait, think for a minute and keep calm. Am I really so very different from you? Come to think of it, if I'd been around as long as you my attitude and outlook would probably be indistinguishable from yours, until, that is, my son began to point out a few of my faults!

So, for Heaven's sake, let's live with life as it is now; be part of it; after all, you older generation made it the way it is. Let's settle our differences and close the generation gap once and for all. Finally, most of the younger generation love their parents and family and are really grateful to them for all the benefits of a happy life.

Two over-riding facts should not be lost sight of - we were all young once, and we're all getting older all the time!

Anon.

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Only a fool learns from his own experience.

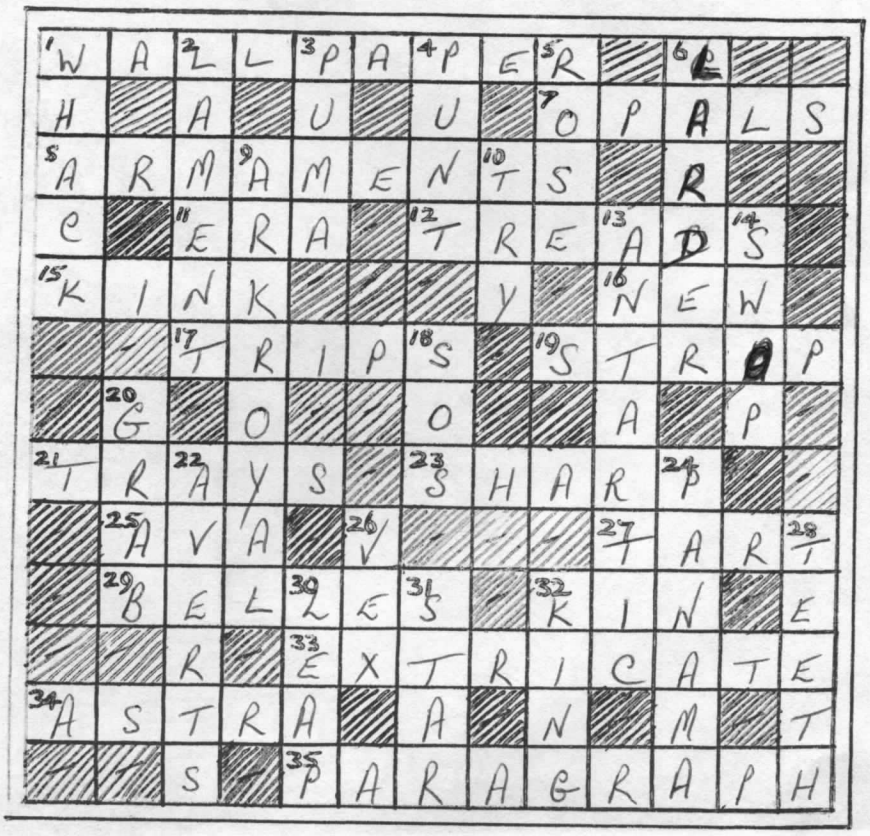
Bismarck.

CROSSWORD

(Solution on Page 40)

Across

1. Oh, hang it! decoratively speaking (9)
7. Precious stones end the best of friends (5)
8. Weapons of war (9)
11. A period of history (3)
12. Shoe prints (6)
15. Eccentricity (4)
16. For the first time (3)
17. Stumbles (5)
19. Sharpen on returning from foreign ports (5)
21. For carrying light articles (5)
23. Keen (5)
25. Girl's name (3)
27. Acid (4)
29. Beauties at the ball (6)
32. Relations (3)
33. Disentangle (9)
34. Foreign stars aimed at by the R.A.F. (5)
35. Distinct part of a chapter (9)



Down

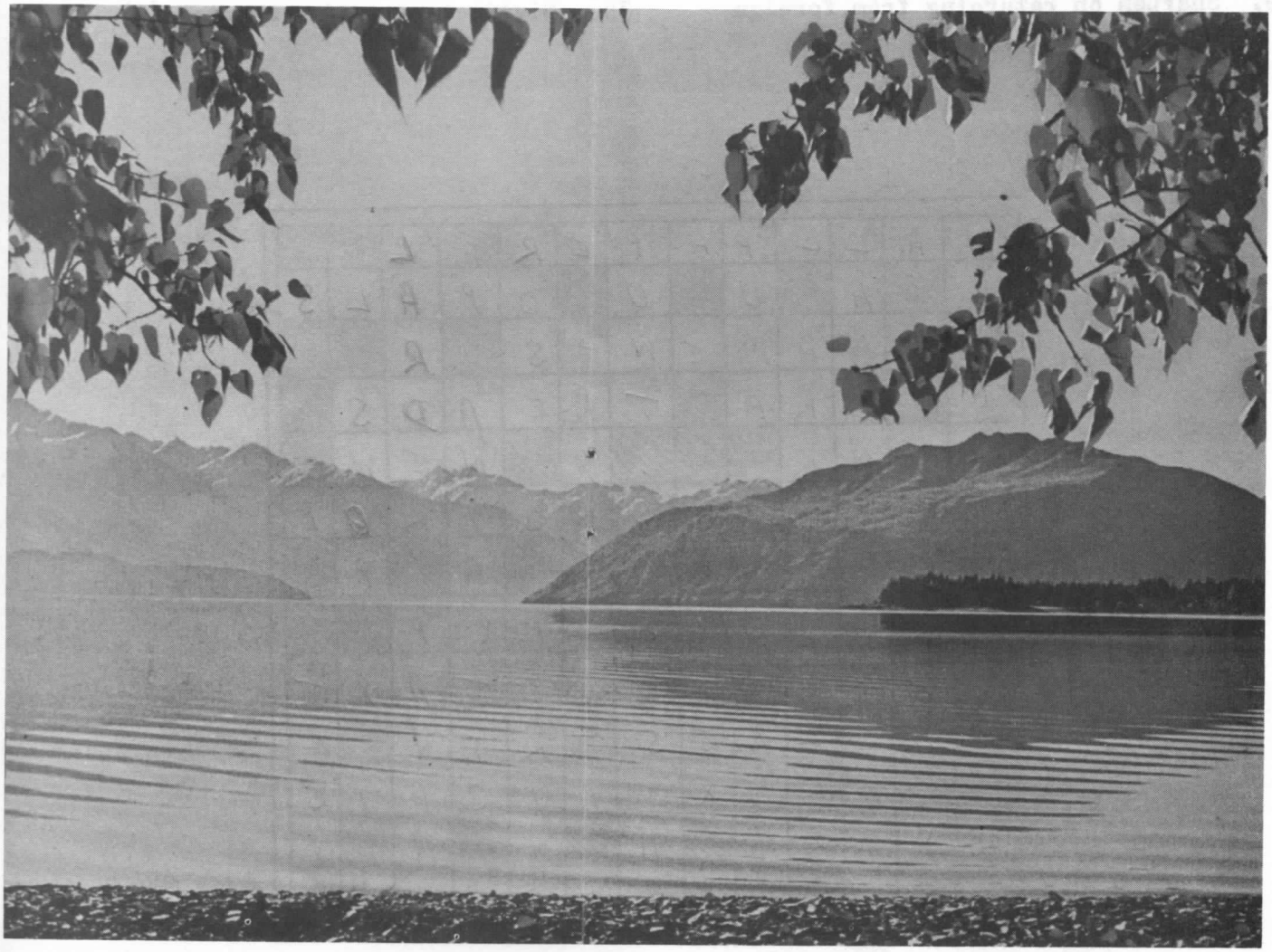
1. Sharp audible blow (5)
2. To mourn (6)
3. Member of the cat family (4)
4. Flat-bottomed boat (4)
5. Type of shrub (4)
6. Food store (6)
9. Ancient ship fit for a king! (3, 5)
10. An attempt at rugby (3)
13. Cold area down south (8)
14. Exchange (4)
18. International distress signal (3)
20. Snatch (4)
22. Turns away (6)
24. Canal (6)
26. To distress (3)
28. Takes more than an artist to draw these (5)
30. Jump (4)
31. Bright spot in the dark (4)
32. Ruler of man (4)

J.T.M.

ABOUT NEW ZEALAND

Ships of Scottish Ship Management are seen more frequently in New Zealand nowadays and many of the sea staff will have visited at least one New Zealand port during the last two or three years. It is likely that many more will be visiting this country and this contribution to TRIAD is meant for those who will visit us in future, and also to some extent for those who have already visited us and would like to know more about the country.

A friend who recently returned from the United States tells the story, with great amusement, of being introduced to an American who very slowly and distinctly asked him "Do - you - speak - English?" Let me assure you right away that we do, although it has not always been this way. Before the arrival of Europeans the Maori language was used by the natives and is still used to this day on formal occasions at tribal gatherings. (However, traditional costume is strictly for the tourists.



Looking across Lake Wanaka, in the Lakes District of the South Island

The history of New Zealand before the arrival of the Europeans is fairly hazy for the Maori people had no written language and their history was passed from father to son by word of mouth. It is generally recognised, however, that the Polynesians originated from South-east Asia passing, over a period of many thousands of years, through Indonesia, Melanesia and Micronesia to Polynesia, which is the area of the Pacific Ocean bounded by Hawaii, Easter Island and New Zealand, with Tahiti at the centre. The Polynesians journeyed within this area by seagoing canoes and settled in New Zealand between 950 and 1350 A.D. After this date the New Zealand Maori appears to have lost contact with the rest of Polynesia. They settled in different areas, establishing tribal settlements and acquiring their own culture which, to a certain degree, is retained to this day.

The first European to discover New Zealand was the Dutchman Abel Tasman, in 1642, but he received such a hot reception from the local war canoes in the Cook Strait area between the North and South Islands that he decided not to land and sailed on.

In 1769 Captain James Cook claimed New Zealand for the British Crown and on his first visit he circumnavigated both islands and made a surprisingly accurate chart.

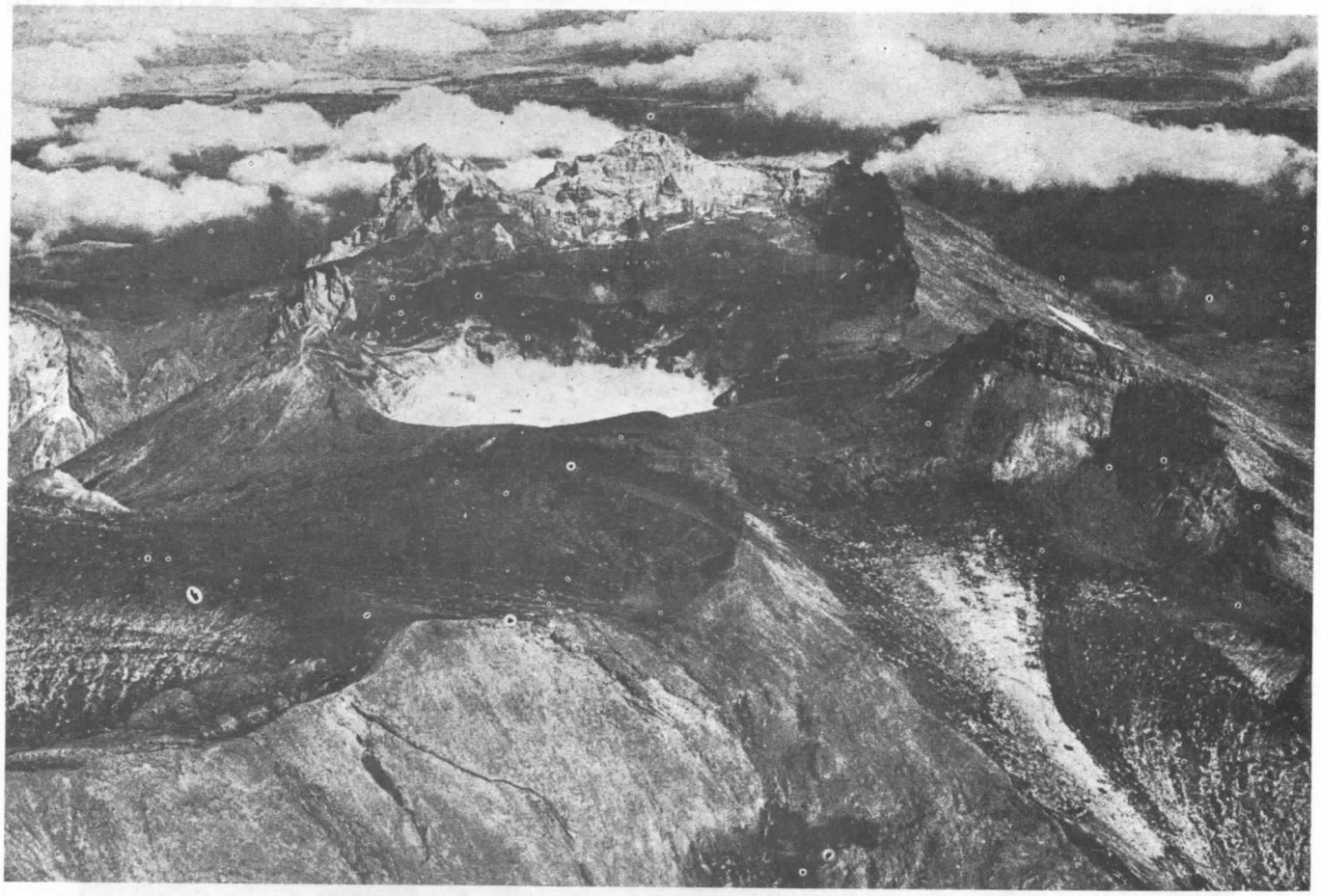
Occasional visits here were made by seal hunters and whalers, then by Mission--aries, and in 1826 the first colonists from England arrived. With them came hard liquor, muskets and confusing religious beliefs and habits which had their effect upon the friendly Maoris. Then followed a period of wars between tribes and also between Maori and Pakeha, the Maori name for the European. This period of unrest continued until the arrival of the first Governor General, Captain William Hobson, in 1840, who signed an agreement, known as the Treaty of Waitangi, with leading Maori Chiefs, which gave sovereignty over New Zealand and equal rights to Maoris and Pakehas alike. Today you will find the two races living side by side, with Maori Members of Parliament, doctors, teachers, truck drivers and wharfies. A great deal of intermarriage has taken place and the number of New Zealanders with Maori blood in their veins is, in fact, increasing.

A typical New Zealand scene on a sheep station near Canterbury, South Island.

Our Government is based upon the British system where two elected parties, National (44 seats) and Labour (40 seats) sit on opposite sides of the House of Representatives and hurl abuse at one another (and occasionally the odd chair!). We do not have a House of Lords and the Queen's representative in New Zealand is the Governor General, Sir Arthur Porritt. The Seat of Government and Capital City is Wellington, but the largest city by far is Auckland, with a population of 600,000. The greater part of the New Zealand population lives in the North Island because of the milder climate, which geographically corresponds to Spain in the Northern Hemisphere. We have snow only in the mountains and in the lower part of the South Island at lower levels.

From North Cape to the Bluff is about 1,000 miles. New Zealand is a land of contrasts, in the South there are high mountains, rain forests (with 253 inches of rain in a year) and glaciers, while in the North bananas and oranges are grown. There are magnificent beaches in many parts and boiling hot pools in the volcanic regions of the North Island. Warm weather is guaranteed in the summer, the bikinis are brief and the beer is cold!

Most ports are situated close to the towns, so going ashore does not normally involve long, expensive taxi rides. In fact, Queen's Wharf in Auckland is actually a continuation of Queen Street, which is the main street. But if you really want to see New Zealand and how New Zealanders live, it is recommended that you get right away from the port area. If someone offers to take you for a drive, take it. New Zealanders are proud of their country and like to show it off to visitors. If you are not fortunate enough to get an offer, then hire a car (a British driving licence is acceptable), or a 'bus. It is cheaper than you might think when you make up a party - for instance on a Sunday at Mount Maunganui a chartered 24-seater 'bus costs about £1 per head for an all-day, 150-mile trip around the lakes and thermal areas of Rotorua. Ask your Agent for local ideas and you will find him pretty helpful. You will find that a large majority of agents and stevedores in this country are ex-seamen and know what it is like to be 12,000 miles from home.



An aerial view, looking south, over the crater lake of Mt. Ruapehu, in the Tongariro National Park, approximately 100 miles east of Mt. Egmont, North Island.

You may have read in your newspapers of New Zealand's concern over British entry into the E.E.C. The United Kingdom has always been a traditional customer for our primary produce, which is what our economy is based upon. Fortunately for us, the veto on Britain's entry four years ago gave us breathing space to look for alternative markets for a part of our exports. We have been moderately successful, but still the United Kingdom takes 90% of all we produce. You know, we have only 3,000,000 people in this country but we have 70,000,000 sheep so if we cannot sell them we are going to get pretty sick of mutton! Incidentally, whilst we are talking about farming, the cargoes which Scottish Ship Management are bringing into New Zealand are mainly phosphate, sulphur and potash, which are the main ingredients for our basic fertiliser known as super-phosphate. This is manufactured at the fertilizer factories at each port and spread by trucks and top-dressing aircraft at the rate of approximately $2\frac{1}{2}$ hundredweights per acre per year. In a country the size of New Zealand, that's a lot of fertilizer, so you can understand your contribution to our economy is important.

And, while we are talking about farming and sheep, your best buy for take-home presents are sheepskin rugs and all-wool blankets. They are not cheap but they are of extremely good quality and well worth the money. Shop around for the lowest price or, better still, get together and place a bulk order to get discount. Again, ask your Agents and he will put you on the right track.

Incidentally, when you are ashore please do not tip unless you get unusually good service. That goes for taxis, restaurants and barbers and all the others you normally tip in the United Kingdom. We do not like the habit and visitors are discouraged from doing it.

The average New Zealander is not class conscious and tries hard to keep it that way. You will find that very quickly "Mr." is dropped in favour of christian names.

Some of our customs are different from yours, such as the paractice of keeping the shops open until 9 p.m. on Fridays because they are closed all day Saturday and Sunday. Pubs are also closed on Sunday, smoking is not allowed in cinemas and we always walk on the left - in fact the main shopping streets in Auckland have a white line painted down the centre of the footpath. The weekends are sacred and theoretically the New Zealander claims that he does no work on Saturday or Sunday, But in fact a drive through the suburbs will give a different impression, with people laying concrete, painting houses, building fences and gardening. This is all purely a matter of economy for our labour costs are so high that we have become a nation of 'do-it-yourselfers! and this is evidenced by the number of cars on our roads which, in the United Kingdom, would eligible for vintage classification. Fortunately our roads are good and the old 'bombs' seem to hold together quite well!

If you knew nothing about New Zealand before, it is to be hoped that by now you will have learned a bit about what makes us tick.

There is the story of the Pan Am pilot who made an announcement to his load of southbound American tourists - "we are flying at 30,000 feet, our air speed is 650 knots and our e.t.a. at Auckland International Airport is 2100 hours. Please retard your watches 20 years!! It is not quite as bad as that - compared with other countries perhaps it is pretty quiet, but we like it and we hope that you do too.

We are indebted to Mr. P. G. Entwhistle for this article on New Zealand. Until 30th September, 1971 Mr. Entwhistle was Shipping Manager of N.Z. Lumber Company Limited, Mount Maunganui. He is now General Manager of Russell and Somers (Bay of Plenty) Limited, Mount Maunganui, which firm came into being on 1st October 1971 with the combining of N.Z. Lumber Company Limited and Russell and Somers Limited into the one firm. Readers will recall that, previously, the "Cape" ships were handled at Mount Maunganui by N.Z. Lumber Company Limited and the "Barons" by Russell and Somers Ltd. The new firm will look after the interests of both "Capes" and "Barons" in future in Mount Maunganui.

Cape Palliser, the most southerly point of the North Island of New Zealand.

The Board of Trade (now the Department of Trade and Industry) has published a new and comprehensive series of 'Guidelines', with a view to emphasising the importance of attention to personal safety of all those employed and working on board British ships.

The following instalment comes from the Code of Safe Working Practices for the Safety of Merchant Seamen; Ratings - Deck, and we are grateful to Her Majesty's Stationery Office for permission to reprint it here.

WORKING IN HOLDS

1. When working in holds, seamen should at all times wear suitable safety helmets, where available, to minimise the danger of head injuries.
2. Never enter a hatch alone without informing the appropriate person in charge.
3. Never move cargo or perform other work on a section of hatch boards when the queen beam is not in place.
4. Seamen, when rigging shifting boards or performing other duties in holds, where there is any danger of falling, should use an appropriate safety belt and line.
5. When working directly below a tall stack of cargo, make sure that it is secured in such a way as to prevent it falling down. If the stack consists of bags, take care not to damage them as the resultant bleeding may cause the stow to collapse.
6. Care should be taken when walking over dunnage from which nails may be protruding.
7. Dunnage which has been used for tomming or for other purposes where nails are used, should either have the nails removed or hammered over, or else be discarded.
8. The use of industrial footwear would eliminate foot injuries caused by protruding nails and the steel toecaps would prevent many of the accidents which result in crushed or severed toes.
9. Tools and other equipment should never be thrown down holes as this endangers persons working below; also damage may be caused to the tools or equipment that is not immediately apparent, resulting in failure and possible injury to seamen when next put to use.
10. When the lids of deep tanks used for carrying bulk liquids are opened, ensure that a suitable safety net is spread across the opening or that there is some equally effective means of preventing a person falling into the tank.
11. On completion of work in a hatch, make sure that all persons are clear before commencing to cover up.
12. Hatches should not be opened unless the area around the opening is adequately illuminated. Such illumination should be maintained as long as the hatches remain open.
13. Never enter an unlit or poorly lit hold. Always ensure that there is sufficient light to see clearly.
14. Open or naked lights should not be used in holds for illumination; use authorised portable electric lights, adequately guarded.
15. When lowering portable lights down a hold, use a heaving line; do not lower them by means of a cable.
16. Ensure that portable lights are adequately secured to prevent them being accidently displaced.
17. Take care when using ladders in the square of a hatch where cargo is being worked.
18. Do not attempt to climb the face of a cargo stow. Use a portable ladder.
19. Before commencing work in 'tween decks, ensure that guard rails are in position or the hatchway is completely covered; this also applies to trimming and access hatches.
20. Never cover partly-open, unguarded hatches with tarpaulins; this presents a very dangerous situation which is not apparent to a person walking across the hatch.

(Continued on Page 28)

THE HIGH COST OF SWIMMING THE CHANNEL.

Michael Reid, the Channel swimmer from Balerno, is working away steadily at his job as a nutritionist with Scottish Agricultural Industries but keeping in constant touch with his pilot at Dover. When the weather prospects look good he will fly south on the open air ticket ready in his pocket, swim across to France and, all being well, back to Dover, then fly home again.

He doesn't like fuss, and anyway knows what's involved, having swum the one-way trip in 1969. More important though , he can't afford to spend long waiting days watching the grey Channel and playing cards behind a breakwater, as a score of hopefuls have been doing for the past six weeks while hotel bills mount and high winds and adverse tides frustrate their chances.

It's an expensive business, swimming the Channel. Fares and hotels and steak on the menu and trainers and amusements to fill the waiting days can easily rise to around the £300 mark - a great deal more, of course, for the steady stream of swimmers who come from America, India and Australia to satisfy the curious ambition of conquering this stretch of water. On top of this, then, there's the all-important item of hiring a launch and a pilot for the crossing.

Intending Channel swimmers in these organised times contact the Channel Swim-ming Association and are supplied with a list of reputable pilots - some of them former ship's pilots, others fishermen, but all extremely knowledgeable on tides and winds and currents and such complicating effects as the walls of Dover Harbour jutting out and causing the great volume of water surging through the straits to slap into them and carry the badly placed swimmer away off his course. A good pilot can make all the difference in the world.

Pilot, plus launch, plus dinghy and two rowers may now come to more than £100, and then there's a fee of eight guineas for the observer appointed by the C.S.A. who sits in the launch to guarantee that the swimmer has actually made it under his own steam all the way and not had a little lift in the launch to help him.

So far, so good. The candidate books in and does some long practice swims during which his, or her, pilot estimates his power and stamina - factors to be taken into account when he plots the course.

Then, when the weather looks fair and the desired neap tide which gives the most favourable conditions is due, the swimmer, pilot, observer, rowers, possibly a coach, friends, even a doctor, pile into the launch and head for Calais. France to England is the easier direction; Barry Watson, a printer, set the record of 9 hours 35 minutes for this route in 1964, while the best England to France time of 10 hours 23 minutes was established by Helge Jackson, a Canadian, in 1960.

When the launch is off Cap Gris Nez the swimmer transfers to the dinghy and is rowed ashore. There he ladles pounds of lanolin all over his body, as much as 12 to 15 pounds of it, to give protection against the cold, pulls down his goggles, possibly inserts ear plugs, and strides lonely, like a doomed hero, into the chill water. He starts to swim, is located by his launch - though even this can present problems on dark nights - and on they go.

On the map this distance is 21 miles; in the water it's closer to 30 and can even be as much as 50 with surging tides. In ideal circumstances the swimmer catches the five-hour floodtide a short distance off Cap Gris Nez and is swept across towards the South Goodwin lightship, being then left with two hours of slack water in which to complete the three miles to Dover. Should he miss this, the ebb will set in and he'll have to fight against it carrying him away down the coast.

Tides are just one hazard. Beyond that there's fog and wind, shipping, jellyfish, even sharks, and always the awful monotony and the cold - quite apart from the surface grease.

Successful Channel swimmers tend in their training to put on a bit of weight, a layer of subcutaneous fat providing an effective means of body insultation. One swimmer trains on raw liver, convinced that it helps him to resist the cold.

Nourishment is taken en route, quite elaborately by some swimmers who may gnaw at chicken while tredding water - hanging on to the launch would immediately dis--qualify them - though others cross on nothing more than a few lumps of sugar. Food and drink at least punctuate the boredom that in extreme cases, with vision and hearing restricted, can turn into acute sensory deprivation. The pilot watches all the time, shouts encouragement till he's hoarse but, if he sees his man fagged out and beginning to go round in circles, acts quickly and hauls him out - no easy job with a heavy body slippery with grease.

Some of them, though, make it all the way - about 12% in an average year - and crawl ashore at Shakespeare Bay, Dover - if they've held course - daring any staring holidaymaker to help them out of the water, for that too would amount to disqualifi--cation by the rules of the C.S.A.

Michael Read, however, having set off from Dover, will go up the beach at Cap Gris Nez, take a permitted ten minutes of rest and refreshment, then, reckoning his chances perhaps against the American Ted Erikson's record 30 hours, 3 minutes for the double crossing, go back into the water to attempt the return journey.

It's a chilling thought, but Channel swimmers are driven by some urge to endure and accomplish what even they can hardly define. Poodle clippers and plumbers, welders and stockbrokers, teams of schoolboys, Belgian paratroopers swimming under--water with flippers and snorkels - from the four quarters of the globe they come, even swimmers who are blind and one waiting now who lost both legs in Vietnam.

The successful will get a certificate from the Channel Swimmers Association, a few lines in the national press - "Plumber Swims Channel" - and perhaps a bit of fuss in their home territory.

No one, for certain, will get the sort of reception accorded to the first man who did it, Captain Matthew Webb, who reached the French shore after 21 hours, 45 minutes in 1875 to the strains of "Rule Brittania" sung by the crowd waiting on Calais pier. He was feted and fawned upon, his swim analysed almost stroke by stroke in the newspapers. Thereafter, he virtually lived by his accomplishment, giving lectures and demonstrations - and then died by it too, in 1883, losing his life in a whirlpool below Niagara Falls when attempting to swim the rapids. That, at least, has not inspired a shoal of emulators.

The foregoing article, written by Anne Donaldson, first appeared in the Glasgow Herald of September 4th, 1971 and we are obliged to that newspaper for permission to reprint it in Triad.

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(Continued from Page 26)

21. Ensure that guard rails are tight and the stanchions are locked in position.
22. Report any defects in guard rails or stanchions to the officer in charge.
23. Always leave a hatch in a safe condition (i.e. guard rails in position or hatchway completely covered).
24. Frequently, accidents occur through 'skylarking'; this is an extremely dangerous practice, particularly when working with hatches. The 'sky--larking' seaman is a danger to himself and to others.
25. Follow the maker's instructions exactly for opening and closing mechani--cal hatch covers. Use the jacks or other means provided for raising or lowering the covers.
26. Before opening or closing a hatch, make sure that all persons are well clear, and are aware of your intentions.
27. Before climbing onto hatch covers, whether in the open position or closed, always check that they are properly secured. Never climb on to hatch covers while they are being moved.
28. Take care to avoid being caught between two sets of hatches when one set is stowed and the other set is in the process of being stowed.

Q U I Z .

1. When was Purchase Tax first introduced in the United Kingdom?
2. What is a ha-ha?
3. Where is the longest railway platform in the British Isles to be found?
4. Which is nearer to London, as the crow flies, Berlin or Copenhagen?
5. Where is the oldest post office in Great Britain?
6. What is a homonym?
7. Who was known as 'The Mad Monk'?
8. Which country is described as 'The Roof of the World'?
9. What is a tricorn?
10. Who led the British Trans-Antarctic Expedition of 1957-58?
11. On which river are the Victoria Falls?
12. Who was described as 'The Ambling Alp'?
13. Who designed the famous Spitfire single-engined fighter?
14. Which game is played by the Harlem Globetrotters?
15. In horse riding, what is the pommel?
16. What is the characteristic feature of a Dachshund?
17. What dramatic event took place one February morning in 1567 at Kirk o'Field?
18. Which soccer team is known as the Potters?
19. Who was known as the Swedish Nightingale?
20. What port is at the mouth of the River Taff?

(Answers on Page 40)

Caledonian//BUA has begun operating under a new name - British Caledonian Airways - but it will retain its Scottish personality and identity and its symbol continues to be the Lion Rampant of Scotland.

The new name has been launched in a major advertising campaign begun in September by Hobsons Bates International, who have recently been appointed the Airline's advertising agency. British Caledonian is designed to reflect the major interna--tional status of the airline, partécularly its role as a British national flag carrier on many world routes.

The abbreviated version of the name is BCAL, British Caledonian Airways Limited. This should be pronounced phonetically as 'Becal'.

Announcing the change of name, the Chairman and Managing Director, Mr. Adam Thomson, said that when the two airlines, Caledonian and BUA, merged last December a great deal of thought went into proposals for a new name. However, it was felt that as an interim measure it was desirable simply to amalgamate the two names to form the title Caledonian//BUA. This was desirable from a number of points of viewv not the least being the fact that both airlines had invested large sums of money in their names and the loss of either name as a marketing tool could have had an adverse commercial effect.

But, said Mr. Thomson, the airline had reached the point where it was becoming adequately established in its areas of operation. The new name would first be seen in the advertising campaign and on publicity material and would naturally take time before it was on all aircraft and ground vehicles.

British Caledonian Airways piper, Mr. J. Hamilton, seen with twelve Asian air hostesses recently appointed to work on the Company's Far East services. The 'plane pictured is the first to be painted with the Company's new name.

FETC AND BRITISH CALEDONIAN LAUNCH LOW FARE SERVICE
TO FAR EAST/AUSTRALIA

London-Bangkok for £80; Air-Sea to Australia for £145

Far East Travel Centre Limited (FETC) and British Caledonian have jointly launched new low-fare services on routes linking the U.K. with points in the Far East. Additionally, FETC is offering a special air-sea service between the U.K. and Australia for a rate of £145.

The two companies are operating the high-frequency flights to Bangkok, Kuala Lumpur and Singapore. Special 'extras' in the service include an extended baggage allowance of 55 lbs. per passenger.

This is the latest innovation in the pioneering and development of low-cost air travel between Europe and Asia which has been carried out by FETC and British Caledonian over the last three years.

The new structure of fares available to the public is:-

London-Bangkok	£80
London-Singapore	£85
London-Kuala Lumpur	£85

British Caledonian Boeing 707-320C International Jets are now serving Bangkok twice a week; Singapore three times a week and Kuala Lumpur once-weekly.

This is the highest low-fare frequency offered by any airline between Europe and the Far East. Onward connections are available from any of FETC/British Caledonian destinations to all points in the Far East and Australasia, such as Hong Kong, Tokyo, Manila, Sydney, Perth and Auckland.

Passengers can stop over at any of the three destinations and take advantage of the free transfer services operated by the local FETC office in the respective cities. Additionally, for passengers destined for Singapore, FETC offers free sightseeing tours and a special discount shopping service.

All flights operate from London Gatwick Airport, the main base of British Caledonian.

A special feature of the new service is the introduction of British Caledonian Asian air stewardesses. The Airline has recently employed twelve Asian girls for training as stewardesses aboard the low-fare flights.

Members of the public can purchase individual seats from FTC's main London booking office, or from any travel agent. No club membership rules apply to these services.

In addition to the direct Far East flights, FETC is using the new service to provide a low-cost air-sea service between the U.K. and Australia. The fare includes a stop-over in Singapore at a deluxe hotel. Air-sea passengers are offered complimentary sightseeing tours and the discount shopping excursion.

The introduction of the new services follows the U.K. Government's decision to grant British Caledonian the first-ever licence exemptions on a certain number of services to the Orient. The licence exemption - initially applied for by British Caledonian - is the first of its kind.

In conjunction with British Caledonian, FETC has been operating low-cost group flights between Europe and the Far East for the past three years. During this time, more than 180,000 passengers have been carried. Over the next seven months, the new low-fare services are expected to account for more than 33,000 passengers.

Announcing the introduction of the new services, Mr. Gilbert T. Brown, FETC Managing Director, said: "We are delighted to be able to offer members of the public these new, low-cost services to the Far East and Australia. FETC has for a number of years been operating group flights between Europe and the East, but the licences allowing us to offer this new facility to the general public marks a great step forward in the development of low-cost transportation"

BRITISH CALEDONIAN CARGO SERVICES.

It is widely accepted within the international air transport industry that cargo is swiftly climbing to a position of major importance in terms of airline revenue.

The days when cargo was seen as a useful 'filler' to boost revenue on predomi--nantly passenger services are necessarily followed by the upward curve in internat--tional trading since the last world war and airlines generally have been quick to realise the significance of this traffic. Many earlier opportunities were stymied due to the fact that aircraft were not built to be used as cargo-carriers in the true sense of the word. But today, the aircraft manufacturers and the airlines have jointly developed high-capacity aircraft designed specifically to take large loads in big quantities over inter-continental sectors. This has enabled airlines to cast their eyes towards the large freight market - to compete for loads which previously could only travel by seas.

British Caledonian is well to the forefront in the developing air cargo indus--try. It is significant that it was the first airline to coin the trade name 'Jetcargo' and has, in fact, adopted the word as a registered trademark.

The airline is probably more fortunate than most in that it has a two-pronged approach to air cargo. The scheduled services developed by the former BUA are all capable of handling large volumes of freight. These services cover East, Central and West Africa, South America, Europe and inter-Britain. Added to this is the world-wide, high volume/low cost cargo charter operation developed by the former Caledonian Airways.

So, British Caledonian offers shippers and their agents a comprehensive net--work of scheduled services, backed by considerable specialist cargo charter service which is literally available to operate to anywhere in the world from anywhere in the world.

British Caledonian 'Africargo' service Boeing 707-320C being loaded with freight at Nairobi. This all-freight service operates once-weekly to East and Central Africa.

Having realised the potential of air cargo, British Caledonian's long-haul fleet was specially selected so that the airline would have the flexibility to continue and expand its passenger operations; but at the same time be prepared to take full advantage of the expansion forecast for the air cargo industry.

The eight Boeing 707-320Cs are each capable of carrying up to 38 tons of cargo in the full-palletised main cabin. The 'plane's main feature is a main cargo door measuring 132 inches by 85 inches in the forward fuselage, which enables large loads to be easily handled. Without this feature, aircraft can take only 'parcel-sized' packages. Similarly, the four British Caledonian VC10s have been built with the large cargo door. Each aircraft is capable of carrying up to 18 tons in an all-cargo configuration.

On the British Caledonian scheduled service network, the importance of freight is reflected in the fact that cargo accounted for 25% of the airline's total revenue in 1970. The growth of scheduled service cargo is encouraging. In 1969 the airline carried 10,935.7 short tons (1 short ton = 1,000 kilogrammes). In 1970 BCAL carried a total of 12,379.8 short tons - an increase of 13%. During 1971 cargo carryings are expected to rise to 14,873 short tons.

While, in general, scheduled services continue to operate on a joint passen-ger/cargo basis, there is one area which BCAL serves on a cargo-only operation. This is East Africa, where an all-cargo jet operates a once-weekly return flight between London-Entebbe-Nairobi-Lusaka. Known as the 'Africargo' service, this operation was boosted from 1st April, 1971 when a 38-ton Boeing 707-320C took over the operation from the smaller VC10.

Probably the greatest innovatory strides are being made on the cargo charter side. Here, BCAL has developed a new concept within the air-cargo industry. With the Boeing 707-320C, the airline has a high capacity, long-range, high-speed cargo aircraft. Ally this to the air charter operation and you have the facility of being able to offer manufacturers and exporters their own tailor-made air cargo system. And, most important, the charter principle of operating only at high load factors means that air cargo charter can cut as much as 50% off normal airline scheduled service tariffs.

Many manufacturers are becoming aware of the advantages of air cargo charter and over the past two years BCAL has shipped such diverse commodities as railway signalling equipment to Pakistan, race horses to South America and car spares to North America. The growth of the air cargo charter concept is shown by results. During 1970, when the programme came to be fully consolidated, the Charter Division carried 6,461 tons world-wide. During 1971 this figure is expected to be increased by almost 100%, when 12,365 tons are forecast to be carried.

The principle of air cargo charter is that the consignor can dictate exactly when the aircraft goes, where it goes from and where it goes to. And, as mentioned, by consolidating his cargo on to one aircraft the large-volume shipper can cut his costs considerably.

To become even more flexible, BCAL developed the 'split' charter operation. This is a scheme where up to four different consignors can share the capacity of a Boeing 707-320C, provided each consignor ensures that his load is not more than 1,000 kilogrammes.

Cargo charter services operate literally on a world-wide basis - although there are certain areas where the volume of traffic warrants a heavier volume of services.

To promote new and, in many ways, exciting methods of air cargo transport, BCAL has developed a "Jetcargo Unit". This is a team of sales experts and technical cargo consultants. The aim is to assist the high-volume shipper by analysing his distribution problems and programming an air-cargo charter system to meet his exact needs.

With this two-tiered system, BCAL will go forward into the future. Scheduled services will always pay high regard to the regular, low/medium-volume shipper; while the charter concept will be developed to bring the high-capacity exporter an ease and speed of movement previously denied to him by surface transportation.

THIS'LL KEEP YOU HAPPY

You hear praise for Celts and Rangers,
Even though you may be strangers,
When you come into 'Dear Old Glasgow Town'.
But for ninety-minute thrills, and all of
Football's skills,
There's another team up here of great renown.

Not classed with the Elite, though
extremely hard to beat,
Keep on running 'til they hear the final whistle;
Attack! is aye their byword -
It's your loss if you have not heard
The mighty cheers that go up for The Thistle!

In every football dream we are urging on
our Team,
We are certain honours soon there're going
to be,
Let's hope that this wee story will urge
them on to glory
And fulfil the dreams of us and D. McP!

When on leave, come to Firhill where
Football's still a thrill.
There's excitement there that never, ever
lags,
They often win by four, but still we
shout "Encore!"
And that's why S.S.M. supports the Jaunty Jags!

D.B.

SLOW BOAT TO LLANGOLLEN

B.C. Howe

Jessie was reluctant to move. Words of command were not enough; encouraging sounds and actions produced no response, nor did pushing. In the end Mike had to go round to her head and take her by the bridle. There followed much straining, and the sound of harness creaking as it took the pull. Then at last her efforts began to tell. We were off. No doubt her suspicious reluctance had been due to the fact that she was being asked to pull a nine-ton load - one ton of us and eight of the boat.

The "Iona" claims to be the only remaining traditional horse-drawn seventy-foot narrow boat still in a condition to go back to cargo work tomorrow. There are, of course, many of these boats left on our canals, but quite a few have been shortened. Most of the remaining seventy-footers are now propelled by diesel engine, and only a very few are horse-drawn. Of this handful, all but the "Iona" have been permanently converted; the cargo holds have been boxed in and the space divided into cabins.

The "Iona" is the pride and joy of her owners, Shropshire Union Cruises Ltd., of Norbury Junction in Staffordshire. What a colourful sight she is with cabin painted green, red and yellow in roses-and-castles style, with equally bright water-buckets perched on top, a pony-tail on the rudder, Turk's Heads and other ornamental ropework on the tiller, and a huge, bright oil-lamp on the front! Jessie was a fine sight too, with a harness whose intricacies I failed to fathom. They included two strings of large and colourful wooden beads, each the size of an apple, and a row of brasses on the martingale. These, with other brass-work on the harness and boat, were polished daily.

Mike and Jean were a young couple who lived on the "Iona" and looked after her and Jessie. We were a small Scout troop, twelve in all, complete with cooking and sleeping gear and provisions. Fodder for Jessie was in the fore-hold. Her reluc-tance to start moving was largely a token affair. In the old days canal horses regularly hauled loads of seventy tons and more, so we were not overworking her; but it usually took quite a time to get her moving. I thought that horse-nuts - more than a hundredweight of them - would make her go like a bomb. Our rate of progress northward along the Shropshire Union Canal was every bit of two miles per hour.

This canal was Telford's last and speaks much for his engineering skill. It follows a route more direct than either road or rail. The result is huge embank-ments and aqueducts, steep-sided sandstone cuttings with high bridges, and a tunnel. From the top of the eighty-foot Shebdon Embankment you can gaze southwestwards over rich cornfields and pastures towards the distant blue panorama of hills in Shropshire and on the Welsh border. The Wrekin, Long Mynd, Stiperstones and Breiddens are all easily identifiable. In front of us, from time to time, a heron rose from the bank and, with heavy flapping motion, lumbered round to alight and resume fishing behind us.

Canals have their own folk-lore and ghost stories. No professional boatman would dream of tying up for the night in that rather strange, eerie cutting surrounded by Betton Wood with its notorious shrieking ghost. I have a theory about such stories: they are made up for the benefit of any 'townie' who is 'daaft enough' to listen to them. More to the point, in Betton Cutting there is no pub. Your professional would much sooner have travelled a few miles farther and tied up at Goldstone Inn, now modernised but still possessing its own little canal snug.

At Audlem, dominated by its twelfth-century church with butter cross close by, we decended to the rich farmlands of the Cheshire Plain by a flight of fifteen locks spread over a mile and a half. Working a narrow boat through a lock is quite a to-do. Have you thought just how you stop when you come to a lock, your horse having no reverse gear and your boat no brakes? Of course, it is simple when you have seen it done; but, my word, I was thankful that Mike was there to help. If you are going downhill, it involves a smart bit of handling with a stern rope and the bollard on the top gate, so that your rope closes this gate behind you and

A narrow boat is less than seven feet wide. The Shropshire Union, being a narrow Canal, has locks which are no more than seven feet wide; so there is rarely more than an inch or two to spare on either side, and only a few inches lengthways. We had to turn the tiller as far as possible, so that the bottom of the rudder would not catch on the sill (or ledge) at the top end of the lock when the water-level dropped. On these narrow canals you work the locks yourself, winding the paddles (sluices) up and down, and opening and closing the huge lock gates. It is tiring, especially when you have worked your way through twenty-seven in one day.

About the worst hazard we experienced was wind, particularly on the exposed embankments where we caught its full force, as it thrust strongly across the Cheshire Plain. It caused the 'Iona' to turn about twenty degress to her line of travel and Jessie found this tiring. I did too as I was steering. Mike told me that under certain wind conditions a horse-boat must tie up and wait. It was certainly difficult to steer through the bridge-holes where the passage was little more than nine feet wide. Sometimes you come to a roving bridge, where the tow-path changes from one bank to the other. If you are leading the horse you have to perform a rather nippy move, taking it quickly up the ramp and on to the other path without getting the tow-rope entangled on bridge or boat. There is no time for hesitation.

So to the Llangollen Canal at Hurleston Junction. This was Telford's first, and what a contrast! Narrow, meandering, twisting sometimes almost back on itself, it follows a vaguely sem-circular course to finish in the heart of the Welsh Mountains. All this has a remarkable result, because the last thirty-five miles - the section that passes along the foothills around Chirk, crosses the valleys of the Ceriog and Dee and finally pluges into the mountains - contains but two locks. A fine piece of surveying, I reckon. The locks here are the odd inch or two smaller and twice the 'Iona' became wedged. On the first occasion a half-inch diameter rope was trailing over the side. No amount of pulling or pushing on our part made the slightest difference; we had to be 'flushed out'. The top paddles were lifted and the sudden surge of water forced us back and out. After that we kept a sharper eye on dangling ropes.

Our journey took us past the weird Fenn's Moss - a piece of scenery most unlike Shropshire, with scrub birch trees growing densely over parts of it. In the more open areas we could see newly cut peat placed in large, neat stacks to dry. This landscape reminded me rather of virgin fenland, and the colour seemed to have a touch of 'Oireland' about it. We passed delightfully unspoilt villages: Acton with its lovely church, and Wrenbury with its lift-up bridge - a beautiful wooden structure with a counter balance beam, all painted white. There were also simple villages such as Bettisfield, where almost every building seemed to have some quite small but interesting detail, probably too small ever to get into a guide book.

The tow-path, through non-use, could be heartbreaking in places and is almost non-existent in others. Sometimes Jessie had to be led into the water for a few paces. In one section the undergrowth was so thick that only Mike could lead her. The tops of the vegetation sometimes rose above both of them; but happily there were few sections like this.

Near Ellesmere we passed through Shropshire's 'Lake district'. Below us, through the trees, we could see Colemere with a line of dinghies drawn up on the strand at the far end; and soon, on the other side, separated from the Canal by only the tow-path, Blakemere looked every bit like a Scottish Loch with pine trees on its further shore and on the hillside beyond. When we tied up for the night near a village, the 'Iona' became a magnet for some of the older inhabitants, who could remember the time when horse-boats travelled regularly along the canal. They had either worked on it or had relatives who did so, many years ago, and Mike and Jean had long conversations with them. It was not only the inhabitants who were inter-esteds one huge brown horse galloped across his field to the water's edge and stood all a-quiver, gazing at us as we passed - an ex-canal horse, we learned later. Obviously canals get into the blood.

The Welsh hills, at one time blue in the distance, came nearer. The canal runs at the foot of them for some miles to cross the wooded valley of the Ceriog at Chirk by way of Telford's huge stone aqueduct. Here we floated seventy feet above the river. I had been wondering about Jessie, but luckily she did not suffer from vertigo, nor from clautrophobia when, immediately after, we plunged into the dark-ness of the Chirk tunnel. If your horse will not go over an aqueduct or through a tunnel, you get out and pull. This was but the prelude to the highlight of the trip -

the Pont Cysyllte aqueduct. Here, without faltering, Jessie towed us across Telford's iron masterpiece, more than a thousand feet long and no less than one hundred and twenty-seven above the River Dee. The width of the top of the aqueduct is only eleven feet, ten inches, of which seven feet, two inches was for us and the rest for Jessie. There is, let me add, a sturdy iron hand-rail. One hundred and twenty feet immediately below us a 'toy' cricket match was in progress, so small did the players appear. Westwards, we had a breathtaking view up the Dee Trench between the mountains towards Llangollen.

At the end of the aqueduct we turned sharp left. The canal became narrower as it made its way along the side of the Vale of Llangollen; in many places it was hewn out of the solid rock. In the Vale the two roads, railway (now closed), river and canal came ever closer together as the fortress of Castell Dinas Bran, dominant on its hilltop, came into sight, until finally they converged amid the mountains on Llangollen itself. We had reached our goal.

Now for the return journey. But how do you turn a seventy-footer in a narrow canal? You use a winding-hole - sizeable triangle cut out of one bank - steering into it and backing out. Having turned, we tied up at Llangollen for the night. What a view! We could look down into the valley on the lighted streets of the town and the old stone bridge over the Dee. Beyond, on the opposite hillside, there was a twinkle of lights from isolated cottages. Above them we could just make out the tops of the hills and, crowning all, was the glitter of the stars. It was so peaceful - or would have been but for the roar of traffic which seemed to continue all night.

Our round trip back to Norbury would be almost a hundred and fifty miles and this was the only point on our journey where the canal had deserted the peace of the countryside for the town. Incidentally, our trip that year was unique. Based at Norbury, "Iona" was normally engaged on half-day outings. We were the only party to have hired and worked her for a prolonged journey - ten days in all - as they used to in the old days. It will not surprise anyone to know that Jessie was not half so reluctant on the homeward stretch.

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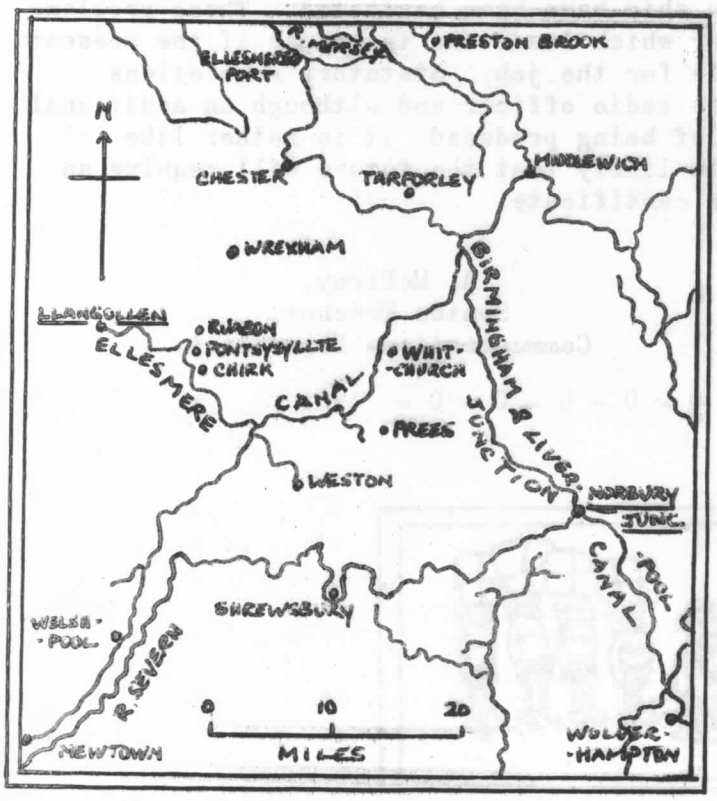
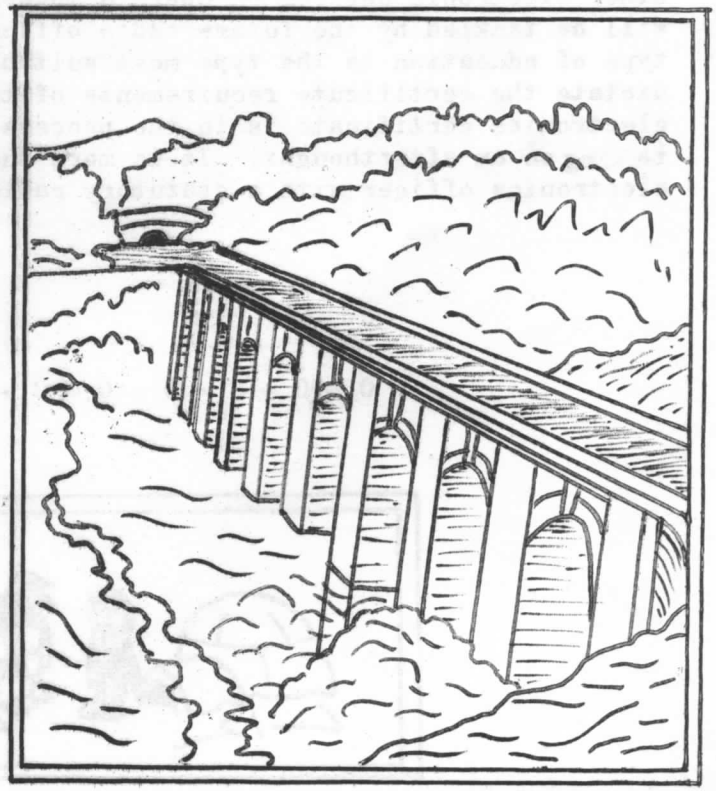
This article originally appeared in The Countryman, Burford, Oxfordshire, and we are obliged to the Editor of that publication for his permission to reprint it here.



A map showing the route taken by "Iona" along the Birmingham and Liverpool Junction and Ellesmere Canals



The Chirk Aqueduct and Tunnel on the Ellesmere Canal

GLASGOW COLLEGE OF NAUTICAL STUDIES

Changes in Communication.

Many changes have taken place in the ship's radio room over the last twenty years and sometimes there is a tendency to wonder if the changes have been for the sake of change. In 1948, many ships were fitted with a three-valve reaction receiver and a main transmitter where the aerial was part of the master oscillator, yet the radio officer cleared his traffic with the same expertise as his present-day counterpart. Although this may have been a difficult enough job then, it is still nonetheless difficult with the increase in the number of ships and stations, the amount of traffic building up and now the loss of the area traffic system.

Interference has become much greater and the introduction of more sophisticated equipment has led to maintenance problems. The cost of shore servicing both at home and abroad has soared.

In an effort to make more use of the allocated bands, the frequency stability of transmitters had to be improved, requiring receivers of greater selectivity. The use of crystal-controlled master oscillators was the first step, but now single side-band working is with us - not a new technique - but it introduces more involved transmitters and receivers and is still not the answer to overcrowded bands.

Satellite communications are expected to reduce the load of traffic on the h.f. bands but this is not expected to be in operation until the end of the 1970's.

No matter what means are employed to alleviate the problem, there is little doubt that communication equipment will become more and more complex. The initial cost of this equipment is high and although the user should expect a high degree of reliability, there will still be a maintenance requirement. Faults are likely to be diagnosed by reading flow diagrams rather than circuit diagrams and the clearance of these faults by modular rather than component replacement - a system already in use.

A further problem introduced is the spares requirement if maintenance abroad is to be avoided. A number of ideas are in vogue as to how to decide what spares are required, but none seem to be any better than the experience gained through operation.

These few problems refer only to the communication equipment and the host of other electronic devices on board a modern ship have been neglected. These problems will be tackled by the future radio officer which leads one to wonder if the present type of education is the type most suitable for the job. Statutory regulations dictate the certificate requirements of the radio officer and although an additional electronics certificate is in the process of being produced, it is rather like tacking on an afterthought. It is more than likely that the future will require an electronics officer with a statutory radio certificate.

A. McElroy,
Senior Teacher,
Communications Department.

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I knew we should have taken the LEFT fork, Battersby!

A view of part of the Assembly Hall at the Glasgow College of Nautical Studies
Photograph by Henk Snoek.

QUIZ ANSWERS

1. 1940.
2. A wall and ditch which, together, served instead of a wall which would, of course, stand above ground level. Ha-ha's were used extensively in the grounds of English country houses of the 18th century as a means of retaining an unbroken view, at the same time offering as much protection as that offered by a wall.
3. In Colchester, Essex. It is 1,970 feet long.
4. Berlin is the nearer - 593 miles. Copenhagen is 609 miles from London.
5. At Sanquhar, Dumfries-shire. It was first opened in 1769 and remains open to this day.
6. A word of the same form as another, but having a different meaning and sometimes a different spelling, i.e. 'peace' and 'piece'.
7. Rasputin, the Russian peasant who came to exert such influence on the Russian Royal Family prior to the Revolution of 1917. He was eventually murdered but with some difficulty for, first of all, he was poisoned and when that was unsuccessful, he was shot. Still he lived, finally dying by drowning after being pushed under the ice on the River Neva.
8. Tibet.
9. A three-cornered hat or a three-horned beast.
10. Dr. (now Sir) Vivian Fuchs.
11. The Zambesi River.
12. Primo Carnera, one-time heavyweight boxing champion of the world.
13. R.J. Mitchell.
14. Basketball.
15. The pommel is the raised part at the front of the saddle.
16. It has very short legs. The name comes from the German 'Dachs', meaning badger and 'Hund', meaning dog.
17. Lord Darnley, the husband of Mary, Queen of Scots, was killed when the house in which he was staying, Kirk o'Field, was blown up with gunpowder. His body was found some distance from the house and it was said that he had been strangled when trying to escape.
18. Stoke City.
19. The operatic singer Jenny Lind.
20. Cardiff.

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CROSSWORD SOLUTION

Across

1. Wallpaper
7. Opals
8. Armaments
11. Era
12. Treads
15. Kink
16. New
17. Trips
19. Strop
21. Trays
23. Sharp
25. Ava
27. Tart
29. Belles
32. Kin
33. Extricate
34. Astra
35. Paragraph

Down

1. Whack
2. Lament
3. Puma
4. Punt
5. Rose
6. Larder
9. Ark Royal
10. Try
13. Antarctic
14. Swop
18. S.O.S.
20. Grab
22. Averts
24. Panama
26. Vex
28. Teeth
30. Leap
31. Star
32. King

m.v."Baron Ardrossan" entering Newport, Monmouthshire, on 12th August, 1971 with a cargo of Australian Hardwood loaded at Fremantle, Western Australia.

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Mr. and Mrs. Robert Allan (see Office News)

Photograph : James Morrison, Glasgow

THERE'S ONE HUNDRED AND NINETY-NINE THOUSAND TONS RIGHT BEHIND YOU.

W.L.D. Bayley of the Inward Pilot Service at Southampton describes the problems of bringing a 'Very Large Crude Carrier' to a safe berth at Fawley.

Two vessels are converging on a position three miles south of the Nab Tower at the eastern end of the Isle of Wight. One is an 'oilberg', the other a fast pilot launch.

From the launch wheelhouse, the pilot studies with intense interest the ship he is to serve. Flags are great betrayers of a ship's standards of efficiency... especially the ensign at the stern. 'Panlibhonco' ensigns - the collective noun for 'flags of convenience' - often mean that the pilot must personally supervise every action of the crew, despite language barriers. Such ships are frequently undermanned, under-powered and inefficiently officered. They tax, to the utmost limit, the skill and tact of a pilot. In the extreme, they represent a major marine hazard.

This grey 199,000 tons deadweight tanker proudly wears the Red Ensign; no language difficulties this trip! She is one of the new Very Large Crude Carriers, or VLCCs, for short. Bound for the Fawley oil terminal on Southampton Water, she has already discharged part of her cargo in Milford Haven. The Waters of Wight, for so long a haven for the world's greatest ships, are no longer deep enough for modern tankers. By dredging a channel across the six-fathom bar at the Nab, the sheltered facilities have been opened to ships with a maximum draft of 49 feet.

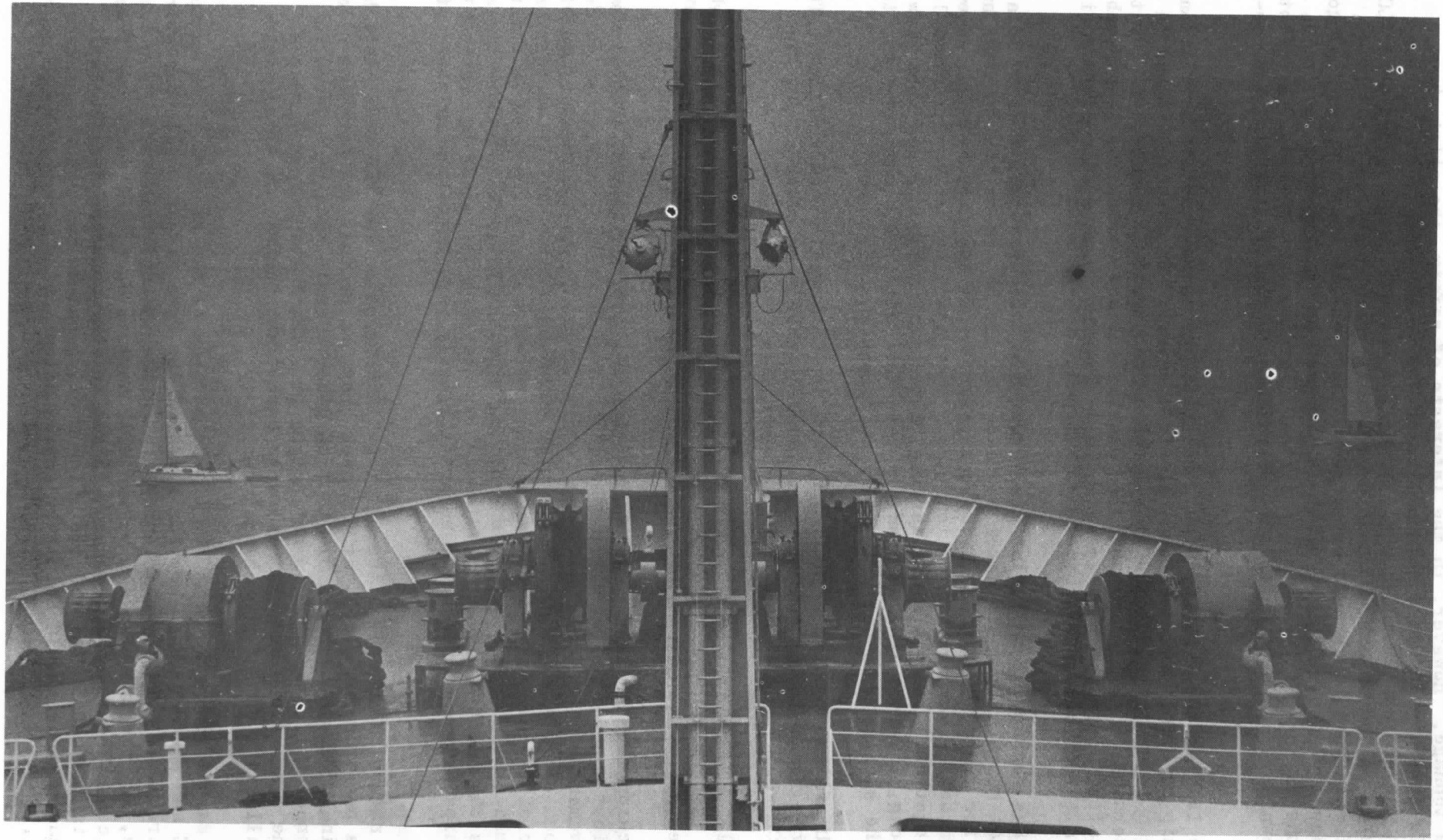
The Master, conscious of the immense momentum of his ship, has been steadily reducing speed for the past few hours. As the launch sweeps round the stern into the sheltered lee, the giant ship is making about five knots headway. On this vessel an air-driven hoist lifts the pilot swiftly and safely to the main deck, where he is met by the Chief Mate. Boarding can, however, often be hazardous and nearly always wet.

The pilot is soon greeting the Master in the wheelhouse, first impressions laying the foundations of the mutual trust and respect on which depends the ultimate frictionless success of the operation. From experience, the Master is confident of the pilot's expertise and competence. With mounds of paperwork still to complete for the port officials, he is glad to hand over the navigation of his ship.

Why, in fact, does a ship take a pilot? Briefly, because the law requires it - but there is much more to it than that. By employing a pilot, a Master ensures unrivalled local knowledge and experience in close-quarter manoeuvres for his ship. But the pilot is not solely interested in the safe passage of his own ship; he is also careful to avoid hindrance or embarrassment to any other vessel he meets. He is well aware of the pollution peril, should he fail.

Getting the pilot to the ship on time has involved co-operation between the Fawley Despatcher, the Inward Duty Pilot at Ryde, the Trinity House launch service and the Port Operations Officer at Calshot Signal Station. As soon as he left Milford, the Master advised Fawley of his e.t.a. at the Nab and his deepest draft. On the basis of tide, draft and berth availability, the Duty Pilot and Despatcher agree the safe transit times for the dredged channels. Extra tugs and berthing pilot are ordered, while the Operations Officer ensures that no conflicting movements of shipping are programmed which could interfere with the safe passage of the VLCC.

The Duty Pilot on the arrival day is responsible for sending out the first pilot on the roster who is qualified to handle a VLCC. The thirty-four self-employed Inward Pilots have all held foreign-going Master's Certificates for at least five years. Some have been in command, most have been Chief Mates of large ships. Selected from an application list, often twenty times the size of the eventual waiting-list, a candidate waits for death or retirement to create a vacancy for him. He then performs at least three months of qualifying trips with licenced pilots - all entirely at his own expense. He is then examined by the Sub-Commissioners of Pilotage on his intimate knowledge of the district,



A photograph, taken by Mr. Bayley, which vividly illustrates the point emphasised by him in the accompanying article concerning the danger of taking unnecessary risks in the close proximity of very large ships.

which stretches from Selsey Bill in the east to Peveril Point in the west.

Inward pilots are graded into three classes. A newly-qualified Third Class pilot is limited to ships of 4,500 g.r.t. for three years. Then he takes another examination for promotion to the Second Class and ships up to 20,000 g.r.t. Two more years and another examination bring promotion to the First Class and ships of unlimited tonnage. However, in the interests of safety, the pilots have a domestic rule that a pilot must hold a licence for seven years before he can board a ship larger than 60.000 g.r.t. The pilot who has just boarded this VLCC has, therefore, served an apprenticeship of twenty years just for this moment. A pilot's licence must be renewed every year. An eyesight test and proof of good health and age are required. The pilot is licenced by Trinity House but paid, in effect, by the Masters of the ships he serves. Earnings are pooled; the pilots make their own working rules which are subordinate to the Pilotage Act and Bye-laws.

Before leaving the Pilot Station, the pilot has 'genned up' on navigational warnings, ship movements and the meteorological report. Weather conditions in the Solent can lower the predicted tide level by two feet! A sequence of events, possible alternatives and a timetable for passing various points has been estab-lished mentally; a proper plan is essential. However, with a ship of this size, the list of alternatives is woefully short!

Greetings exchanged, the pilot fixes the ship, either visually or by radar. Satisfied that he is in the deepwater approach funnel, he orders 'Full Ahead' and sets course for the dredged channel, allowing for the strong tide sweeping across the axis. Gathering way again is a long job; the gate buoys at the entrance look very close together. It is a nice exercise in relative motion to get this slow, 1,100-foot long, 160-foot wide ship safely into the 'cut'. The manoeuvre has to be exact - the shoals on either side allow no second chance.

Flag 'H' flies from the signal yard, and also a large, black cylinder. The cylinder places the onus for collision avoidance squarely on other ships. By night the VLCC would show three red lights vertically.

The pilot has calculated a bottom clearance of 4 feet, 9 inches, two of which will be lost through 'squat'. The image of an averaged-sized man trying to crawl under the keel keeps intruding into the pilot's mind!

Approaching the shoalest patch in the channel, the pilot warns the helmsman to guard against a sheer to the channel margin. Two pairs of keen eyes watch for the first movement of the foremast against the shoreline. The helmsman is an old sailor and counters the sheer before the gyro compass even ticks. On many ships, excessive use of the automatic helmsman on long ocean passages leads to inexperi-enced helmsmen coming to the wheel in exacting pilotage waters. In these cases, the pilot has the additional constant task of supervising the steering. Automatic devices on ships or yachts, if not used intelligently, are potential creators of catastrophe.

In the natural deep again, the pilot calls Calshot on the VHF radio-telephone, reporting his position and e.t.a. at the Hook buoy, where tugs and berthing pilot will be waiting. Calshot informs him that no other vessels will be allowed in the Thorn Channel while the VLCC is navigating it. The Harbour Patrol launch will be at the seaward end of Port Limits to escort the tanker, clearing yachts and other small craft out of the channel to safety.

A VLCC cannot always keep to the starboard side of the channel. For example, a loaded VLCC and another ship, meeting south of the Ryde Middle, will pass star-board to starboard. A thirty-six foot patch in the channel between the can buoys is the reason, and the two pilots involved will have to agree the departure from normal practice on the radio-telephone. It can be disconcerting for the small boat mariner in the middle to find two ships meeting end-on and altering course to PORT! Sound signals should help, but seamen often wonder if other water users know them all.

Spithead is thronged with yachts and power boats. The Mate studies a bevy of waving dollies, bikini-clad, on a passing power boat. "Don't you find these small boats a distraction?" he asks. The pilot has to agree, but hastens to add that pilots usually have a very good liaison with local yacht clubs, many being yachts-men themselves and ready to give fellow-members the benefit of their experience

The 'maverick' is the non-club member who brings his boat to the sea once a year on a trailer. Education through the yachting press is the only way to reach him. He poses difficulties not only for the professional seaman but also for the competent regular salt-water sailor. If yachting legislation is ever enacted, it will be because yacht clubs feel a need to protect their members from the consequences of trouble caused by inexperience which they are unable to control.

It is extremely difficult to see a small boat from the height of a tanker's bridge. The bow is 1,000 feet away, and there is a blind arc ahead of the ship where a boat can become a casualty out of sight of the watchful eyes on the bridge. By the time that the fo'c'sle look-out (if the crew is big enough to provide one!) had reported the mishap, it would be too late. Even putting the engines to Full Astern will not stop the ship in under three miles. Putting the rudder hard-over take almost two minutes and two thousand feet to alter the heading by twenty degrees.

Pilots are acutely aware of the 'lunatic fringe' of yachtsmen. The thought-less helmsman who crosses an oncoming ship's bows in safety and immediately goes about, creating a collision situation. The irresponsible type who deliberately engineers a constant bearing situation to prove to his girl-friend that he can force a big ship to give way. Types who 'play chicken' across a big ship's path .....anyway, sailing across busy fairways is rather like roller skating across the M1! At night there is the shell-back type who scorns navigation lights, or the careless mariner who, through ineffective screening, shows red and green through almost sixteen points of the compass. The character, often duplicated on our roads, who alters course without looking astern...but these must be just as much a headache to their fellow yachtsmen.

Off Cowes, a large ship has to hug the Island-side of the channel if she is to turn successfully through 150 degrees into the 1,000 feet wide Thorn Channel. The Pilot is committed to the manoeuvre some five miles before he orders "Hard a-starboard!"...once past this point of no return, he has to go on. The distance to the only anchorage is less than the minimum stopping distance! The pilot's course of action is now strictly limited. He cannot yield the right of way or depart from his planned actions. Sail must give way to steam in these circum-stances; at least five short blasts on the steam whistle is the appropriate warning.

Safely in the channel - again the shoal margins wait for the unwary! - the pilot has to reduce speed drastically, yet still maintain steerage way. He has to keep the ship in the palm of his hand, rounding the ninety-degree turn at the lightship with just enough speed, reducing again immediately, for the jetty, tugs and swinging ground lie just ahead. Twenty feet per minute (about one-fifth of a knot) is the maximum safe speed for a VLCC to come alongside a jetty; any more and considerable damage can be done to ship and pier. The Inward Pilot must have the ship almost stopped, but still under control, for his berthing colleague, who has to make six or more tugs fast with a small, often inefficient crew. Even with a good British crew, it still takes time, and the jetty isn't far away.

Successful completion of the act of pilotage has required the co-operation of many organisations and persons, not least the yachtsmen who have appreciated the manoeuvres and given way in good time. It is difficult for the pilot to say "Thank you" from the bridge 130 feet above the water.

Might I, then, say "Thank you" here, and also hope that I have explained why, on occasion, a tanker or other large ship has 'blown you out of his way'? The pilot has your safety very much in mind. His actions have the authority of experience.

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The only sure thing about luck is that it will change.

Bret Harte.

m.v."CAPE HORN" (1) : 1929-1942

Readers of the Autumn, 1970 edition of TRIAD, page 44, will recall the reference made to "Cape Horn" (1) which blew up and sank in the South Atlantic after a fire on board. Recently we received a cutting taken from the Cape Town Argus newspaper which, although undated, must have appeared about April, 1942, shortly after the ship's loss. It will be noted that this newspaper account makes no reference to the ship's name - a reminder of war-time security.

SEVEN-HOUR FIGHT TO SAVE BLAZING SHIP - CREW GOT AWAY JUST BEFORE VESSEL BLEW UP

Dramatic stories of their seven-hour fight to save a blazing British freighter, which blew up 20 minutes after they abandoned her, were told by 57 British sailors and passengers who have been landed at Cape Town by a rescue ship. The fire occurred 13 days out from Cape Town. The passengers numbered about 20, all men.

"The fire alarm was given at daybreak", one of the passengers told a representative of The Argus. The fire, which had broken out in the after hold, was discovered by a passenger sleeping on deck. "Everybody immediately set about fighting the flames. We had great difficulty in handling the hoses because of the cargo stacked on deck. A party was given the job of breaking up this deck cargo and pushing it over the side.

"The ship was stopped and the engine-room crew came up to help tackle the fire. There was about 8,000 tons of cargo in the holds but, beyond the fact that it was explosive, nobody seemed to know its nature. Every now and again we heard dull explosions below and smoke and flames belched out of the hatchway. The decks became red-hot in places and began to buckle. Acid containers on deck burst and spilled their contents on the hot metal. The fumes of the boiling acid, with the dense smoke from the fire, made it necessary for us to wear gas masks with which, fortunate--ly, we were all equipped."

"One seaman", said this passenger,"set an example of coolness and bravery by three times descending into the hold to reconnoitre. Not only was he almost surrounded by flames and smoke, but explosions were continually occurring and for all he knew the cargo on which he was standing might go up in one great blast at any moment." On the third occasion this seaman was pulled out of the hold with his arm burned. "During the first few hours that we were fighting the fire no help was in sight," continued the passenger. "We sent out S.O.S. signals and were greatly comforted when about the middle of the morning we saw another British cargo ship coming to our assistance. She stood by and when, after seven hours, the order to abandon ship was given, since the fire by then had got out of all control, she picked us up from our lifeboats. We were hardly aboard the other ship, which was then about 1,000 yards from the abandoned ship, when the latter blew up. In a few moments white-hot bolts, nuts and pieces of metal of all shapes and sizes rained down upon the rescue ship's decks. Nobody was hit. When we looked again, our ship was plunging stern-first beneath the sea. A minute or two passed and then there were two more heavy explosions".

There was no loss of life among the crew or passengers of the lost vessel and none sustained serious injuries. All were taken care of by the authorities when they landed at Cape Town and were provided with new outfits.

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m.v."Cape Horn" III

A photograph taken at Port Cartier from "Cape Howe"

Mr. Eric F. Taylor, Headmaster of Sandhaven School, Fraserburgh, Aberdeenshire, has sent to us an article, by Neil Watson, which appeared in the Aberdeen Evening Express of 1st October, 1971 and we reprint it here. We are obliged to the Editor of that paper for his permission to us to do so.

Pupils at a Buchan school have established a link with the officers and crews of vessels belonging to a big Merchant Navy company.

Since March, I hear from Mr. Eric Taylor, Headmaster of Sandhaven School, the youngsters have been following the fortunes of the bulk carrier "Baron Belhaven". She was built in Norway and, since her launching earlier this year, has been used for trading between the Caribbean and the St. Lawrence Seaway.

But where lies the connection between the St. Lawrence and Sandhaven? It stems from the Catering Officer on the "Baron Belhaven", a Sandhaven man, Mr. Bill Mitchell, of 15 Forbes Road - a former pupil of the village school. He has corresponded regularly with the pupils and been able to get them pen-pals in Trinidad. Bill has also sent foreign stamps to the pupils and they have a fine collection of coins from different countries.

And the pupils were thrilled the other day when Bill - home on leave - visited his old school to present a plaque of the "Baron Belhaven".

He has now taken up a new catering post on the m.v."Temple Bar", a bulk carrier sailing from Britain to Australia and possibly New Zealand and Japan.

"Bill showed the children coloured slides taken in the Caribbean and this whole project has been very good for extending their knowledge of other countries", said Mr. Taylor. "The 'Baron Belhaven' carried cargoes, mainly of bauxite, and this proved interesting to the children in their environmental studies as they have been taking a close look at aluminium, especially as it affects Invergordon".

Mr. Mitchell, who has been 15 years in the Merchant Navy, has promised to keep in touch with the school during future voyages in the Far East.

As a result of his last trip, eight pupils are now writing to a family in Trinidad who are British by origin.

Mr. Taylor added : "The pupils are really quite thrilled at the idea of adopting various ships. They have been greatly impressed by places Bill has visited all over the world and he is equally as enthusiastic about the project".

Pupils from Primary 5, 6 and 7 at Sandhaven School with Bill Mitchell as he presents them with a plaque from m.v."Baron Belhaven"
Photograph : Jan Borowski, Fraserburgh

PERSONNEL

AS AT 1ST NOVEMBER, 1971.

M.V. BARON CAWDOR".

Master	G. Downie.
Chief Officer	I. Wemyss.
2nd Officer	I. McLean.
3rd Officer	J. Malcolm.
Radio Officer	J. MacDonagh.
Chief Engineer	K. Malhotra.
2nd Engineer	D. Pennie.
3rd Engineer	W. Hughes.
3rd Engineer	W. Watson.
4th Engineer	M. Pow.
Junior Engineer	D. Patterson.
Electrician	J. Jolly.
2nd Electrician	G. Andrews.
Catering Officer	J. Blair.
Assistant Steward	W. Ellis.
Chief Cook	J. Cassidy.
2nd Cook	A. Paterson.
Nav. Cadet	J. Croy.
Eng. Cadet	J. Watson.

M.V. "BARON DUNMORE".

Master	J. Jones.
Chief Officer	J. Jenkinson.
2nd Officer	N. Clarke.
3rd Officer	R. Stevenson.
Radio Officer	B. Breslin.
Chief Engineer	W. Carrigan.
2nd Engineer	A. Miller.
3rd Engineer	D. Dunlop.
4th Engineer	A. Murray.
4th Engineer	G. Leith.
Junior Engineer	A. Bolton.
Electrician	J. MacMillan.
Catering Officer	G. Daddy.
2nd Steward	E. Crosby.
Chief Cook	A. MacColl.
Nav. Cadet	M. Barrington.
Nav. Cadet	D. Fenton.
Nav. Cadet	E. Moody.

M.V. "CAPE FRANKLIN".

Master	D. Innes.
Chief Officer	I. Taylor.
2nd Officer	L. Gilhooly.
3rd Officer	J. Hood.
Radio Officer	C. Adamson.
Radio Officer	A. Buchanan.
Chief Engineer	M. Jones.
2nd Engineer	C. Jowsey.
3rd Engineer	J. Cummings.
4th Engineer	R. Porteous.
Junior Engineer	S. Haynes.
Junior Engineer	T. Brankin.
Junior Engineer	G. MacPherson.
Electrician	H. Horwood.
Catering Officer	E. Trotter.
Chief Cook	S. Wong.
Nav. Cadet	A. Logan.
Nav. Cadet	R. Wiggans.

M.V. "CAPE CLEAR".

Master	I. Barclay.
Chief Officer	B. Lawson.
2nd Officer	M. Andrew.
3rd Officer	M. Bailey.
Radio Officer	C. Houston.
Chief Engineer	W. Kinnear.
2nd Engineer	T. Carmichael.
3rd Engineer	R. Pollock.
3rd Engineer	I. MacRury.
4th Engineer	R. MacMillan.
Junior Engineer	H. Keenan.
Electrician	B. Hill.
Catering Officer	J. Steventon.
2nd Steward	C. MacLeod.
Chief Cook	K. Grant.
Nav. Cadet	W. McKay.
Nav. Cadet	G. Adams.
Nav. Cadet	J. Allan.

M.V. "BARON FORBES".

Master	G. Anderson.
Chief Officer	W. Kean.
2nd Officer	J. Melville.
3rd Officer	J. Philips.
Radio Officer	J. Gray.
Chief Engineer	N. Ogilvie.
2nd Engineer	B. Sharp.
3rd Engineer	J. Stone.
4th Engineer	W. Green.
Junior Engineer	M. Law.
Electrician	L. Judd.
Catering Officer	P. Coles.
2nd Steward	A. McCloskey.
Assistant Steward	L. Phillips.
Chief Cook	C. Cheetham.
Nav. Cadet	J. Wolstenholme.
Nav. Cadet	D. Smith.

M.V. "CAPE HOWE".

Master	C. Strachan.
Chief Officer	J. McNeil.
2nd Officer	P. Flynn.
3rd Officer	R. Richardson.
Radio Officer	P. Jennison.
Chief Engineer	J. Dawson.
2nd Engineer	R. Allan.
3rd Engineer	R. Elniss.
4th Engineer	N. Ramsay.
Junior Engineer	D. Reid.
Junior Engineer	J. Welsh.
Junior Engineer	R. Walker.
Electrician	J. Rowe.
Catering Officer	A. McGill.
Assistant Steward	J. McGarvey.
2nd Steward	R. Van-Mock.
Bosun	G. Williams.

M.V. "CAPE NELSON".

Master	A. Hunter.
Chief Officer	J. McKellar.
2nd Officer	S. Wright.
3rd Officer	J. Gibson.
Radio Officer	L. Cameron.
Radio Officer	R. Sambrook.
Chief Engineer	M. Porterfield.
2nd Engineer	D. Smart.
3rd Engineer	P. Joyce.
4th Engineer	C. Greaves.
Junior Engineer	C. Westland.
Junior Engineer	A. Beattie.
Junior Engineer	D. Laird.
Electrician	J. Monaghan.
Catering Officer	R. Loadwick.
2nd Steward	L. Pitt.
Bosun.	P. McPhee.
Carpenter	A. Koks.
Nav. Cadet	M. Twell.
Nav. Cadet	K. MacAuley.
Nav. Cadet	J. Paget.

M.V. "CAPE ST VINCENT".

Master	F. Dalby.
Chief Officer	A. Dickie.
2nd Officer	N. Battersby.
3rd Officer	D. Brannan.
Radio Officer	R. Boatman.
Chief Engineer	A. Smith.
2nd Engineer	J. Doyle.
3rd Engineer	R. Kennedy.
4th Engineer	D. Walker.
Electrician	M. Martin.
2nd Electrician	I. MacKinnon.
Catering Officer	J. Campbell.
Nav. Cadet	I. MacKay.

M.V. "CAPE YORK".

Master	A. Sutherland.
Chief Officer	P. Cooney.
2nd Officer	P. MacKay.
3rd Officer	R. Kincaid.
Radio Officer	A. Stewart.
Chief Engineer	J. Crosby.
2nd Engineer	K. Mallory.
3rd Engineer	R. Dempster.
4th Engineer	A. MacMillan.
4th Engineer	I. Russell.
Junior Engineer	G. Stokes.
Electrician	R. Knight.
Catering Officer	T. Evans.
2nd Steward	M. Treaner.
Chief Cook	B. Radcliffe.
2nd Cook	J. MacKinnon.
Bosun	A. Hassan.
Nav. Cadet	D. Fitzpatrick.
Nav. Cadet	A. Potter.
Nav. Cadet	H. Watson.
Eng. Cadet	S. Bailey.

M.V. "CAPE SABLE".

Master	T. Baker.
Chief Officer	G. Cullen.
2nd Officer	J. Henderson.
3rd Officer	G. Cunningham.
Radio Officer	P. Evans.
Chief Engineer	J. Cochrane.
2nd Engineer	G. Carter.
3rd Engineer	A. Dias.
3rd Engineer	J. Mathews.
4th Engineer	G. Ramshaw.
Junior Engineer	T. May.
Electrician	J. Gallacher.
Chief Steward	J. Drury.
2nd Steward	E. Kelly.
Assistant Steward	A. MacPhail.
Chief Cook	K. MacKay.
Bosun	E. Jama.
Nav. Cadet	D. Bramham.
Nav. Cadet	R. Abercrombie.
Nav. Cadet	D. MacKenzie.

M.V. "CAPE WRATH".

Master	D. Gordon.
Chief Officer	G. McGregor.
2nd Officer	T. Walker.
3rd Officer	A. Lanfear.
Radio Officer	M. Bird.
Chief Engineer	T. Dickinson.
2nd Engineer	I. Munro.
3rd Engineer	R. Smillie.
3rd Engineer	J. Hannigan.
4th Engineer	J. McCue.
Junior Engineer	R. Jeffrey.
Electrician	A. Fanning.
2nd Electrician	R. Sim.
Catering Officer	I. McDonald.
2nd Steward	V. Bettis.
Nav. Cadet	R. Rutter.

M.V. "TEMPLE ARCH".

Master	A. Davie.
Chief Officer	M. Murray.
2nd Officer	D. Coe.
3rd Officer	A. MacDonald.
Radio Officer	J. Thomson.
Chief Engineer	J. MacKay.
2nd Engineer	J. O'Hara.
3rd Engineer	J. Walkden.
3rd Engineer	R. MacRae.
4th Engineer	B. Coreless.
4th Engineer	D. Livingstone.
Electrician	D. McLellan.
Catering Officer	E. Hutter.
G.P. Steward	B. Sinclair.
G.P. Cook	W. Mitchell.
G.P. Catering Boy	W. Ross.
G.P. Catering Boy	A. Richards.
C.P.O.	P. Sharman.
G.P.1	D. Marden.
G.P.1	D. Carmichael.
G.P.1	J. Adams.
G.P.1	D. Stacey.
G.P.1	A. MacLeod.
G.P.1	M. Egan.
G.P.1	S. Hornshaw.
G.P.1	[illegible]

P E R S O N N E L.
(Cont'd).

M.V. "BARON RENFREW".

Master	I. Tyrrell.
Chief Officer	M. Kelly.
2nd Officer	C. MacDonald.
2nd Officer	J. Johnston.
Radio Officer	R. Faulds.
Chief Engineer	R. Hartley.
2nd Engineer	C. MacRae.
3rd Engineer	A. Miller.
4th Engineer	D. Carmichael.
4th Engineer	J. Aspden.
Electrician	R. McIntosh.
Catering Officer	A. Sisi.
G.P. Steward	M. Glendinning.
G.P. Cook	G. Dunn.
G.P. Catering Boy.	P. Mosten.
G.P. Catering Boy	M. Reid.
G.P. Deck Boy	T. MacKay.
C.P.O.	D. Budd.
G.P.1	A. Campbell.
G.P.1	J. Somers-Harris.
G.P.1	E. Mortlock.
G.P.1	P. Campbell.
G.P.1	C. Skelton.
G.P.1	J.N. Right.
G.P.1	W. Camber.
P.O.	D. Ferguson.
Nav. Cadet	J. MacArthur.

M.V. "CAPE HORN".

Master	J. Macnab.
Chief Officer	G. Roger.
2nd Officer	I. Herbert.
3rd Officer	A. Mathews.
Radio Officer	D. Wilson.
Chief Engineer	R. Durban.
2nd Engineer	D. Anderson.
3rd Engineer	J. Eckersley.
Catering Officer	R. Cathcart.
G.P. Steward	J. Sutherland.
G.P. Cook	W. Thomson.
G.P. Catering Boy.	J. O'Leary.
G.P. Catering Boy	C. Hampton.
G.P.1	J. MacKinnon.
G.P.1	B. Mahoney.
G.P.1	C. Kircaldy.
G.P.1	R. Moore.
G.P.1	T. Murphy.
G.P.1	R. Johnston.
G.P.1	J. White.
P.O.	T. McQuade.
Nav. Cadet	D. Morrison.

M.V. "BARON ARDORSSAN".

Master	J. Hetherington.
Chief Officer	A. MacLeod.
2nd Officer	J. Houston.
3rd Officer	C. Stephenson.
Radio Officer	G. Walker.
Chief Engineer	B. Denmark.
2nd Engineer	W. Renton.
3rd Engineer	I. Andrews.
4th Engineer	D. Stafford.
4th Engineer	P. Hopley.
Electrician	B. Martin.
Catering Officer	J. Rossiter.
G.P. Steward	M. Radford.
G.P. Cook	T. Jones.
G.P. Catering Boy	J. Hannah.
G.P. Catering Boy	L. Jeffrey.
C.P.O.	R. Smith.
G.P.1	M. McPhee.
G.P.1	M. Wisher.
G.P.1	E. Carlin.
G.P.1	J. Macnab.
G.P.1	I. Jameson.
G.P.1	G. Baldwin.
G.P.1	R. Yarnton.
P.O.	P. Donaldson.
Nav. Cadet	D. Johnston.
Nav. Cadet	N. Mackenzie.

M.V. "CAPE RACE".

Master	C. MacLean.
Chief Officer	J. Peterson.
2nd Officer	N. Roche.
3rd Officer	W. Finnie.
Radio Officer	N. Smith.
Chief Engineer	D. MacLeod.
2nd Engineer	I. Procter.
3rd Engineer	A. Cortopassi.
4th Engineer	D. Abernethy.
Electrician	J. MacKay.
Chief Steward	H. Scollay.
G.P. Steward	W. Yan.
G.P. Cook	J. David.
G.P. Catering Boy	R. Daniels.
G.P. Catering Boy.	K. Stewart.
C.P.O.	L. Ali.
G.P.1	W. Best.
G.P.1	D. Sydney.
G.P.1	W. Gill.
G.P.1	K. Gibson.
G.P.1	W. Barker.
G.P.2	J. Moriah.
G.P.2	O. Lochinvar.
P.O.	W. Bayce.
Nav. Cadet	M. Garey.
Nav. Cadet	A. Walker.

PERSONNEL
(Cont'd)

M.V. "BARON BELHAVEN".

Master	J. Hunter.
Chief Officer	J. Jennings.
2nd Officer	R. Cameron.
3rd Officer	R. MacKenzie.
Radio Officer	J. Chamberlain.
Chief Engineer	W. Saddler.
2nd Engineer	H. Ostermann.
3rd Engineer	J. Riddell.
3rd Engineer	W. Veitch.
4th Engineer	C. Greig.
Electrician	B. Hallas.
Catering Officer	J. McDonald.
G.P. Steward	B. Waldron.
G.P. Cook	F. Scotland.
G.P. Catering Boy	D. Ross.
G.P. Catering Boy	D. Breedy.
C.P.O.	A. King.
G.P.1	J. Smith.
G.P.1	G. Adams.
G.P.1	H. Nedd.
G.P.1	F. Bryan.
G.P.1	K. Browne.
G.P.2	P. Robinson.
G.P.2	C. Kitt.
P.O.	C. Major.
Nav. Cadet	C. Dowie.
Nav. Cadet	N. Smith.

M.V. "BARON INCHCAPE".

Master	A. Fraser.
Chief Officer	L. Hocking.
2nd Officer	P. Dyson.
2nd Mate	A. Michie.
Radio Officer	W. McLeod.
Chief Engineer	A. Alexander.
2nd Engineer	J. Ashcroft.
3rd Engineer	J. Milne.
3rd Engineer	J. McNeill.
4th Engineer	M. Jacob.
Electrician	J. Rowland.
Catering Officer	R. Sherriff.
G.P. Steward	T. Meharry.
G.P. Cook	C. Sturdy.
G.P. Catering Boy	J. McClory.
G.P. Catering Boy	J. McDermott.
C.P.O.	J. Heckles.
G.P.1	R. Welsh.
G.P.1	S. Farrar.
G.P.1	A. Taylor.
G.P.1	A. Graham.
G.P.1	J. Harrison.
G.P.1	D. Brown.
G.P.1	A. Stewart.
P.O.	R. Rafter.
Nav. Cadet	J. Simons.

M.V. "TEMPLE BAR".

Master	J. Roberts.
Chief Officer	J. McKay.
2nd Officer	G. Dobbie.
3rd Officer	J. Gillespie.
Radio Officer	E. Miller.
Chief Engineer	D. Stirling.
2nd Engineer	J. Gilmartin.
3rd Engineer	J. Holden.
4th Engineer	J. Kelly.
4th Engineer	T. Orr.
Electrician	W. Hornshaw.
Catering Officer	W. Mitchell.
G.P. Steward	S. Appleton.
G.P. Cook	T. Joyce.
G.P. Catering Boy	M. Robinson.
G.P. Catering Boy	D. Sinclair.
G.P. Deck Boy	R. Thomson.
C.P.O.	D. McMahon.
G.P.1	K. Neale.
G.P.1	D. Murray.
G.P.1	G. Kerr.
G.P.1	V. Conway.
G.P.1	M. Dingwall.
G.P.1	T. Shave.
G.P.1	G. Brown.
P.O.	W. Cox.
Nav. Cadet	M. Arden.
Nav. Cadet	D. MacLeod.

M.V. "CAPE HAWKE".

Master	W. Warden.
Chief Officer	D. Taylor.
2nd Officer	P. Brooks.
3rd Officer	R. Reid.
Radio Officer	M. Thomas.
Chief Engineer	W. White.
2nd Engineer	G. McEwan.
3rd Engineer	A. Harbinson.
4th Engineer	R. Wilson.
Junior Engineer	E. Moffat.
Electrician	J. Leiper.
Catering Officer	J. Clancy.
G.P. Steward	J. Harrison.
G.P. Cook	A. MacCallum.
G.P. Catering Boy	J. MacPhail.
G.P. Catering Boy	J. Chilton.
C.P.O.	J. MacFarlane.
G.P.1	J. Bailey.
G.P.1	H. Hamilton.
G.P.1	D. Lea.
G.P.1	D. MacDonald.
G.P.1	J. Flockhart.
G.P.1	J. Morrison.
G.P.1	J. Morrison.
G.P.3	P. King.
P.O.	M. Rowland
Nav. Cadet	G. Scott.
Nav. Cadet	D. Gordon.

AWAITING APPOINTMENT

Master	C. Mallett.
3rd Officer	A. Riley.
Radio Officer	F. McNulty.
Radio Officer	C. Page.
Chief Engineer	T. McGhee.
Chief Engineer	A. Metcalf.
Chief Engineer	A. Cameron.
Chief Engineer	D. Deans.
Chief Engineer	G. Rowe.
2nd Engineer	J. Sutherland.
3rd Engineer	G. Law.
3rd Engineer	A. Beaton.
3rd Engineer	R. Liddell.
Electrician	A. MacNeill.
Electrician	W. Thomson.
Electrician	H. Buchanan.
Catering Officer	J. Hotchin.
Cook	A. McKay.
Carpenter	F. Dixon.
Nav. Cadet	P. Ritchie.

ON LEAVE

Master	K. Dootson.
Master	T. Edge.
Master	A. Milne.
Master	S. Readman.
Master	D. Sinclair.
Master	J. Tattersall.
Master	P. Hall.
Chief Officer	W. Anderson.
Chief Officer	W. Greatorex.
Chief Officer	P. Fenwick.
Chief Officer	P. Richardson.
Chief Officer	D. Morris.
Chief Officer	W. Fleming.
Chief Officer	A. Peebles.
Chief Officer	M. Warwicker.
2nd Officer	A. Weir.
2nd Officer	D. White.
3rd Officer	P. Smart.
3rd Officer	R. Mullen.
3rd Officer	A. Baker.
Radio Officer	D. Gudgeon.
Radio Officer	D. Humble.
Radio Officer	A. McLeod.
Radio Officer	C. Ritchie.
Radio Officer	D. Hynd.
Radio Officer	D. Roche.
Chief Engineer	W. Anderson.
Chief Engineer	N. Moore.
Chief Engineer	J. Allan.
Chief Engineer	J. Loughran.
Chief Engineer	R. Taylor.
Chief Engineer	D. Chalmers.
Chief Engineer	J. Stephenson.
Chief Engineer	F. Young.
2nd Engineer	T. Campbell.
2nd Engineer	J. Patton.
2nd Engineer	D. Wright.
2nd Engineer	G. Stevenson.
2nd Engineer	T. Joyce.
3rd Engineer	I. Campbell.
3rd Engineer	D. Drummond.
3rd Engineer	J. Mair.
3rd Engineer	J. Blackwood.

ON LEAVE

3rd Engineer	I. Kennedy.
3rd Engineer	H. MacPhail.
3rd Engineer	M. Currey.
4th Engineer	D. Morrison.
4th Engineer	A. Morrison.
4th Engineer	C. Tyre.
4th Engineer	J. Russell.
4th Engineer	G. Clement.
4th Engineer	D. Bremner.
Junior Engineer	N. Rowan.
Junior Engineer	B. Hilland.
Junior Engineer	J. Thornton.
Electrician	J. Wightman.
Electrician	G. Rutherford.
Electrician	W. Lothian.
Catering Officer	T. Robson.
Catering Officer	J. Smith.
Catering Officer	B. Whitfield.
Catering Officer	J. Smith.
Chief Steward	A. Randle.
G.P. Steward	J. Whitton.
Cook	R. Hessic.
C.P.O.	P. Whyte.
G.P.1	A. Picken.
G.P.1	R. MacLean.
G.P.1	P. Winning.
G.P.1	S. Buchanan.
G.P.1	M. Williams.
G.P.2	J. Challis.
P.O.	F. Courtney.
P.O.	T. Nicol.
2nd Steward	J. McMahon.
Chief Cook	W. Gray.
2nd Cook	E. McLaughlin.
2nd Cook	J. Brown.
Bosun	M. Horreh.
Nav. Cadet	N. Wilson.
Nav. Cadet	E. Henderson.
Nav. Cadet	P. Powell.
Nav. Cadet	S. Hall.
Nav. Cadet	I. Waters.

STUDY LEAVE

Electrician	R. Walmsley.
Radio Officer	D. Crawford.
2nd Officer	J. Purdon.
2nd Officer	A. Neil.
3rd Officer	M. Smith.
3rd Officer	G. Copley.
3rd Officer	D. Betts.
Nav. Cadet	C. Pyper.
2nd Engineer	W. Adamson.
3rd Engineer	H. Lloyd.
3rd Engineer	T. McLauchlin.
3rd Officer	N. Brewer.
3rd Officer	R. Duncan.

SICK LEAVE

Master	G. Towers
2nd Officer	D. Veitch.
2nd Engineer	T. Farrell.
3rd Engineer	B. Carmichael.
4th Engineer	K. Murray.
Electrician	L. Hunter.
C.P.O.	J. McCormack.

SICK LEAVE

Chief Cook	C. Perkins.

TRAINING

Nav. Cadet	M. MacRae.
Nav. Cadet	T. Sloan.
Nav. Cadet	R. MacLeod.
Nav. Cadet	P. Brennan.
Eng. Cadet	A. Samuel.
Eng. Cadet	A. Hyslop.
Eng. Cadet	D. Hardie.
Eng. Cadet	R. Taylor.
Eng. Cadet	J. Begg.
Eng. Cadet	D. Bell.
Eng. Cadet	F. Drever.
Eng. Cadet	D. Miller.
Eng. Cadet	B. Broers.
Eng. Cadet	J. Love.
Eng. Cadet	I. Rennie.
Eng. Cadet	W. Sewell.
Eng. Cadet	R. Adcock.
Eng. Cadet	P. Gray.
Eng. Cadet	J. Lucas.
Eng. Cadet	G. Douglas.
Eng. Cadet	E. Graham.

TRAINING

Eng. Cadet	G. Blackwood.
Eng. Cadet	A. Starrs.
Radio Officer	M. Cairney.
Radio Officer	P. Murray.
Chief Cook	R. Diamond.

PORT RELIEF - "CAPE HORN".

3rd Engineer	C. Richardson.
Electrician	J. Matheson.

LATE PERSONNEL NEWS

Our congratulations to Third Engineer R.G. Liddell on his marriage on 23rd October, 1971.

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Second Officer A. Weir was in the Office very recently and showed us these letters :

METEOROLOGICAL PURPOSES

45 miles east Cape Hatteras - 7th June, 1970, this bottle thrown overboard "Cape Rodney" in position 35° 15' North, 74° 37' West, approximate axis of Gulf Stream. Would finder please return this note to :

A. Weir,
Invernahyle,
Appin, Argyll, Scotland.

This resulted in the following reply, post-marked Ribeira Grande (Azores) 18th October, 1971, being received by Mr. Weir. It is printed exactly as written.

A. Weir,
Invernahyle,
Aprinj, Argyll, Scotland.

Ribeira Grande October 16-1971

Dear Sirs,

First of all hoping that everyones are fine. I'm writting to let you know how happy and please I did feel yesterday when I went out fishing at 6 a.m. and I show the white bottle and I went and pick the bottle and when I saw the letter I got home and took it out very carfully I didn't break the bottle, and when I had your note read that you wanted to be send back, believe me dear sir I'm a poor fisherman who lives very poor with lots of children to support and now in winter with the bad weather that we can't go out, dear sir any little help that you can send I appreciate very much from my heart I'm 44 years old, will you please send me your picture so I can see how you look, the bottle was found 15th of October 6 'clock in the morning I thank you very much and I will be waiting for your good news this is my address,

Mr. Edmundo Lopes Vasconalos,
Rua da Madre Margarida da Apocalipse No. 32,
Ribeira Grande, Sao Miguel, Azores.